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DRY NAVY WINS ITS TEST WITH RUM ROW FLEET

Liquor Ships Are Offering Cargoes in Foreign Ports at Bargain Rates

VIRGINIA CAPES GUARD AIDING IN BLOCKADE

Five Vessels Reported to Be Attempting Illicit Traffic Off San Diego, Calif.

NEW YORK, May 12 (AP)—With a business that has approached \$40,000,000 a year, smuggled by the dry navy blockade, which ships fleeing the Atlantic seaboard are beginning to offer their cargoes in foreign ports at bargain rates.

Meanwhile an effort is being made to pour liquor into the United States via the Pacific coast. Five 10,000-ton vessels, flying British and Belgian flags and stocked with well-assorted cargoes, are 40 miles off shore. Their presence has been reported by the coast guard cutter Tanager and officers of the cutter are quoted as saying that boats of customers of the rum fleet are too speedy for the dry navy there to overtake, as at present equipped.

Up in Glace Bay, Nova Scotia, where have come many of the craft that have sold liquor to New Yorkers in the last four years, liquor could be bought cheaply from two schooners, if the Canadian authorities would permit it. The bargains were offered as soon as the schooners made port, their decks piled high with cases. Presumably the small craft came from New York, driven home by lack of customers and need of food and water. They did no business, however, as two Canadian revenue cutters stood by.

When there were indications that having found it impossible to sell liquor to New Yorkers, the rum fleet was heading south to seek customers from Baltimore and Washington, the dry navy promptly met the situation. Latest advice says that 26 coast and craft are maintaining a tight blockade off the Virginia Capes, the dry navy having been doubled since the blockade off New England, New York and New Jersey began a week ago.

AMERICAN DUMPS CARS IN BRITAIN

Automobiles Shipped at the Rate of 1000 a Day Owing to Threat of New Duties

LONDON, May 12 (AP)—American-made automobiles are being shipped to Great Britain at the rate of 1000 a day as a result of Winston Churchill's threat to advance the date for the imposition of the McKenna duties, which placed a tax of 33 1/3 per cent on foreign cars or parts.

The Baldwin Government's budget, which reimposed protective measures for the British automobile industry, fixed July 1 as the date for the tax to become effective, but the Cabinet has become alarmed because of the threatened dumping of automobiles into all British ports, and it is understood in British business circles, although not yet announced to the general public, that the reimposed duty of 33 1/3 per cent will become effective on June 1.

British importers of automobiles have placed orders with American and French manufacturers to ship as many cars as possible before that date and the already has resulted in a glut of automobiles at Southampton, Liverpool, London and Plymouth. There will be two or three years' supply available in England before the McKenna duties are reimposed, and there would always be long continue such a partnership and to lend themselves to such an influence.

Silk Tariff Bill Passed

By Cable from Monitor Bureau

LONDON, May 12—The British Government has turned an awkward corner over its proposals for a silk tariff. In the House of Commons last night resolutions opposing this new taxation were voted down by 325 to 168, and the finance bill to bring the scheme into effect was read for the first time. This was after Winston S. Churchill had made a conciliatory speech indicating the Government's readiness to consider and as far as possible meet the objections taken by the textile industry to its proposals.

Mercedized cotton is not to be included in the materials subject to the new duties. It has also been arranged that goods containing less than 20 per cent silk shall be subjected only to reduced duties, the precise amount of which has still to be settled.

Mr. Churchill further undertook to "make sure" that "natural and artificial" trades gain no advantage at each other's expense, that the home producer be not placed at a disadvantage with the foreign exporter, and that the home exporter be not crippled in his external business.

The Liberals and the Labor members are still dissatisfied, and six Conservatives, mostly representing textile constituencies in the north, joined them last night in voting against the Government.

Yale System Studied by Prince of Siam

New Haven, Conn., May 12 (AP)—PRINCE CHADABURI, brother of the King of Siam, and his daughter, the Princess Kamal, accompanied by the Prince's secretary, Mr. Donavanik, were visitors at Yale University yesterday.

The Prince was interested in the curriculum of some departments of the university to ascertain what proportions might be put into the courses of the University of Chulalongkorn of Siam. He said that he was making a study also of the commercial courses in the University of Pennsylvania and of Harvard.

PRINTING CRIME NEWS ASSAILED

The Rev. Mr. Smith Reports Results of Clean Press Questionnaire to 'Admen'

HOUSTON, Tex., May 12 (Special)—Explosion of crime news in the press meets with widespread disapproval among religious editors, churchmen and an enlarging circle of newspaper editors, the Rev. J. T. B. Smith of Chicago reported at the convention of the Associated Advertising Clubs of the World, in giving results of a crime news questionnaire.

The Rev. Mr. Smith took up his inquiry in pursuit of his conviction that the press, with clean church news, is one of the most authoritative church publicity experts in the country. In speaking of the relations between the pulpit and the press, he declared their mutual interdependence and growing co-operation, and said:

"The newspapers offer the best medium for reaching all the people, the non-church-goers as well as the church-goers. The world will never be redeemed by the voice only, that is, the preacher. It will need the Bible, books, and we believe that in the newspaper the coming generation will find, when Christianity is applied to the newspaper, a great apostle of Christianity."

Co-operation Necessary

Space occupied by crime news can be filled "with clean church news or articles of good deeds, benevolent acts," the Rev. Mr. Smith pointed out in his address. He said:

"It certainly would not be fair co-operation between pulpit and press to expect the church alone to remove the first page of the newspaper. It is the business of the church, through its pulpit and members, to remove crime from the throne, but it is just certainly the public duty of the press."

"It is significant that newspaper men are debating very seriously the influence on the home, society and the individual of crime news. Newspapers, and the already has resulted in a glut of automobiles at Southampton, Liverpool, London and Plymouth. There will be two or three years' supply available in England before the McKenna duties are reimposed, and there would always be long continue such a partnership and to lend themselves to such an influence."

"The pulpit and the written word—the press—are twins. Finally, brethren, whatever things are honest, whatever things are lovely, whatever things are of good report, if there be any virtue, and if there be any praise, think on these things," Philippians 4:8.

Spreading Crime

Quoting replies to his questionnaire, the Rev. Mr. Smith gave among them the following:

Bishop Thomas Nicholson, Detroit, Mich.—"There is hardly a question that an undue amount of space is given to crime, to wrong and outrage. This is a menace to our civilization. The exploitation of criminals, the portrayal by pictures and cartoon of these wrong doers creates an appetite, and I have long been convinced that unconsciously the daily press is helping to spread crime and wrong. The editors and publishers are too easily misled and are too long continue such a partnership and to lend themselves to such an influence."

Rae D. Henkle, New York, managing editor, The Christian Herald—"I think the newspapers print too much crime news. The city newspapers unquestionably have gone to extremes in the matter of crime exploitation. The experiment in Des Moines has opened the eyes of some of them of the relative value of that kind of news."

William Hostler, director, National News Bureau, Episcopal Church—"Undoubtedly crime news should be decreased as crime also should be decreased. I have reason to believe that the better class of newspapers, and they constitute the majority, would be glad to curtail the space given to this exploitation of crime, but we have to remember that the appetite for the 'gruesome details' has been created, and there would always be a minority which would continue to cater to this appetite. The remedy for the situation lies in constant agitation on the part of the churches and all other thinking people against crime exploitation. It is wholly a matter of education after all."

JAPANESE QUIT SAKHALIN

TOKYO, May 12 (AP)—The final withdrawal of Japanese troops from northern Sakhalin has been completed under the command of General Inoué. The troops are expected to arrive in Tokyo May 23, and will be received with great acclaim.

CHINESE WOMAN SAYS SUFFRAGE IS ON THE WAY

Situation Reported Brighter in Orient Than in Portugal at Council

By MARJORIE SHULER

WASHINGTON, May 12—Between Dr. Adelaide Cabotte of Portugal, who thinks that the women of her country "may never get the vote," and Miss Chu Shing-Ting, who believes that "the vote soon will be given to the women of China," there is a variety of opinion among delegates to the International Council of Women convention as to the future of the suffrage movement throughout the world.

There is unanimity of opinion that the desire of women themselves, for the vote will be the determining factor in the speed with which countries which have not yet granted equal suffrage will be brought into the future of the suffrage movement.

"In Portugal most women are satisfied to remain as they are," says Dr. Cabotte. "We have a rare case of a woman accepted by the Government as a notary public and a few women doctors, but our women are little interested in political rights."

"Chinese women are awake," she said, "and are forming a National Council of Women, with a local group in nearly every town. Suffrage will come soon. The question is not antagonism of men, but indifference on the part of women. We are overcoming this apathy."

Dr. Cabotte is not alone in the belief that votes-for-women will be delayed in her country. For Dr. Zollweger frankly states, "There is not now a ray of hope for suffrage for women in Switzerland. Every time anything goes wrong, we suffragists write a letter to the authorities and say it would not be so if women voted. But caution after caution in popular referendum has gone overwhelmingly against the enfranchisement of women and it will be a long time we think before we win the vote in Switzerland."

Jugoslavian Efforts

The women of Jugoslavia are taking practical steps to overcome the greatest objection to their enfranchisement, said Mme. Brank Adjevoitch. "Eighty per cent of our population is agricultural and constantly we are confronted with the problem that we cannot have the vote because the peasant women will not use it wisely," she said. "Our schools were closed for six years during the war, and the suffragists have been setting up classes throughout the country."

"We had so many reconstruction projects to work for immediately after the war that it is just now that we are beginning to push through our classes to get the suffrage. We want universal suffrage. We may be obliged to accept municipal suffrage at first, but we shall continue our campaign for full political rights."

Mme. Brank Adjevoitch believes that the municipal suffrage soon will get universal suffrage, in the opinion of Mme. Elise Soyer. Mme. Avril de Sainte-Croix is certain that municipal suffrage shortly will be given to the women of France and Signora Elia Fanstelli believes that the indifference of Italian women is mainly responsible for the delay in keeping the promise made by Premier Mussolini to confer upon them municipal suffrage.

Interest in Rumania

"The question of suffrage in Rumania, which up to recent years has been a matter of little interest, is being actively promoted by both parties," says Princess Cantacuzene. Regardless of their unfranchisement these women are joining with the representatives of those countries where women have full political rights to formulate a program of civil rights and international responsibilities upon which the women of the 35 countries in the Council can work, including study of the rights and interests of minorities, aid for European reconstruction plans, equal moral standards, elimination of the traffic in women, raising the age of consent, appointment of woman attachés to the consulates of governments, equal professional rights for women, and limitation of opium production to that for medical and scientific usage.

Belgium has invited the Council for the next quinquennial meeting. Great Britain wishes the second Council meeting in the 1926-1930 period, and Buenos Aires asks that Sweden describe the new marriage law in that country establishing equality of husband and wife and setting up communal property rights. Mme. Plaminkova of Czechoslovakia, Dr. Carrie Derrick of Canada, Mrs. Dorothy Tomlin of South Africa, and Mrs. Knight Bruce were the other speakers at the evening session.

The New England Supplement of The Christian Science Monitor will be found on Pages 13 to 32.

FRANCE TO DRIVE RIFF ARMY BACK

Authority Asked to Bombard or Attack Concentrations in Spanish Morocco

PARIS, May 12 (AP)—France is asking Spain for authority to bombard the Riffian concentrations in Spanish Morocco of the Riffian tribesmen now engaged in an invasion of the French zone. The Spanish are further asked to stop the provisioning of Abd-el-Krim, the Riffian leader, through the port of Agadir.

These requests are being made in the form of "conversations." Although there is no great confidence here in the results to be expected, the French feel that they are entitled to some action from Spain in the present situation, as they say they are placed at a great disadvantage in repelling the Riffian invasion through the ability of the tribesmen to make all preparations for attack while safely on the Spanish side of the border.

Both the French and Riffians are continuing to bring up reinforcements and strengthen their positions, but while the French are constantly troubled by incursions from the Riffians in the strip north of the Ouergha River, where a number of French posts are still surrounded, the Riffians are able to make all preparations just across the border of the Spanish zone and are getting supplies unloaded through Agadir. The French Air Service has been able to get a general idea of the Riffian concentrations, but respect for Spanish territory has prevented them from bombing these points, a practice which, pending the complete disarmament of the Riffians, might completely disorganize the enemy.

RABAT, Morocco, May 12 (AP)—Information has reached here that Abd-el-Krim has declared a holy war, and sent his brother Ahmed to the region of Xauen to raise troops among the Djebel tribes.

French Establish Censorship

PARIS, May 12 (AP)—A censorship has been established on press dispatches of French and foreign agencies and newspapers dealing with the Moroccan operations, it was announced today.

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The Lonely Vigil Made Pleasurable—Flyers Prepare for Dash to the Arctic



With faithful dogs to tend the flock and radio to beguile the lonely hours, what was once a job—that of shepherd on Wandsworth Common, London—is now a position. To those with eyes to see, there is a sermon here.

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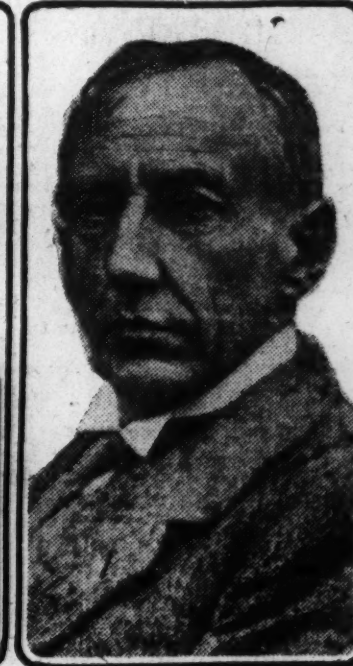
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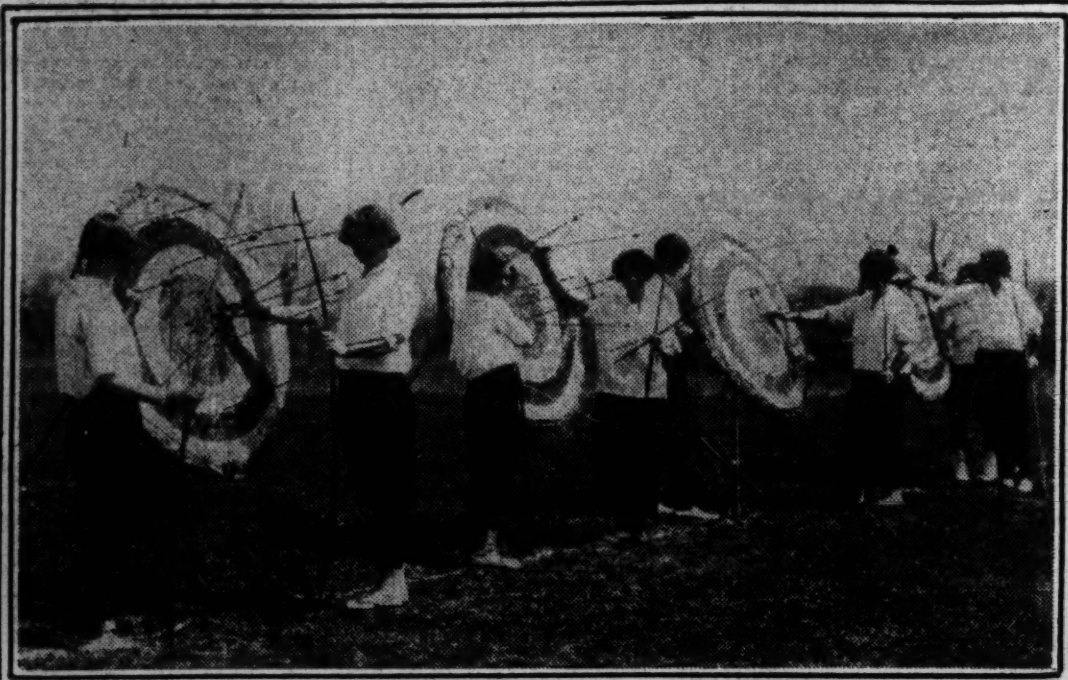
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H. Duhrkoop, Berlin



Interest is running high in the aerial dash to the Arctic in which four nations will participate. Grettier Algerson (extreme left) and the veteran, Roald Amundsen (extreme right) will probably get under way first, the former carrying Britain's flag in a blimp, the latter flying in the name of Norway in an airplane. Donald B. MacMillan (center left), another pioneer, will represent the United States, while H. H. Hammer (center right), formerly associated with Mr. Amundsen, will be Japan's contestant. The latter two, who will use airplanes in their explorations, expect to find a new continent which they will vie with each other in claiming for their respective countries.



Scott observed that "many a shaft at random sent finds mark the archer little means"—all of which the girls of Mt. Holyoke College have frequent occasion to prove true in their revival of this ancient sport.

Wide World Photos



The smallest exhibitor at the dog show in Holland Park, London, had the largest entry, a Great Dane. The dog seems to have taken his honors a bit more seriously than did his master.

Wide World Photos



While flying over frigid waters the adventurous crew of the American Polar Expedition will have the confidence that, come what may, their collapsible rubber boats with 750 pounds capacity can be inflated in a jiffy.

Kadel & Herbert

A Service

SOMETHING is best for finishing a certain surface. The Household Painting Guide shows you what is best.

This service, so simply stated, but so far reaching in its helpfulness, covers familiar surfaces (and objects) around the home. It gives you a feeling of confidence in the selection of paint, varnish, stain and enamel. It leads you to the local store known as Paint Headquarters where these products and

sound advice may be had. It focuses the experience of remarkable men and remarkable resources upon your particular work.

You will find Paint Headquarters near you, probably in your neighborhood. The store is well worth looking up. Know it by the display of the Sherwin-Williams Household Painting Guide and the Paint Headquarters sign. Consult the store on any painting problem.

SHERWIN-WILLIAMS HOUSEHOLD PAINTING GUIDE

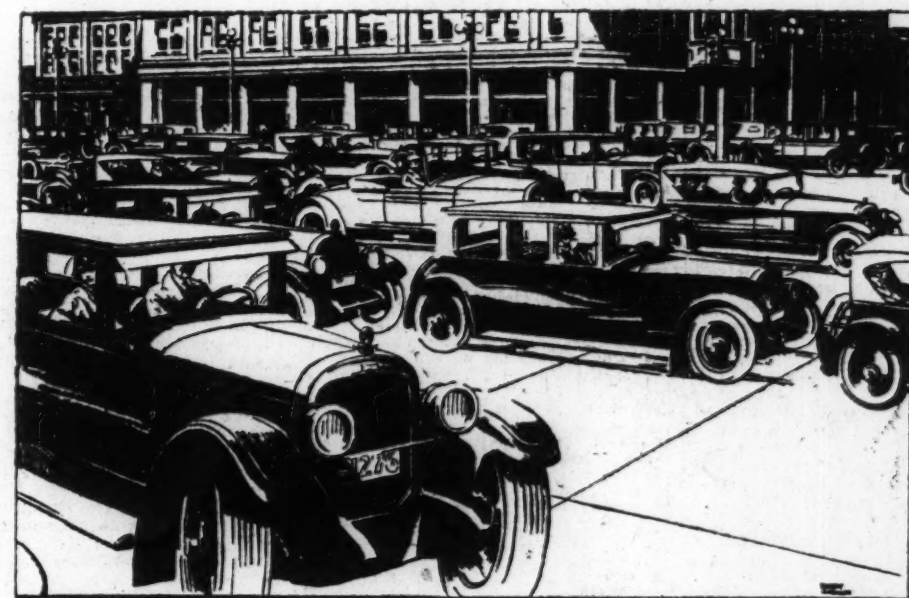


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|---|--|--|--|--|
| AUTOMOBILES | S-W Auto Enamel | S-W Auto Enamel | | S-W Auto Enamel |
| AUTOMOBILE TOPS AND SEATS | S-W Auto Top and S-W Auto Seat Dressing | | | |
| BRICK | SWP House Paint S-W Concrete Wall Finish | | | Old Dutch Enamel |
| CEILING, Interior | Flat-Tone | Scar-Not Varnish | S-W Handcraft Stain | Enameloid |
| Exterior | SWP House Paint | Respar Varnish | S-W Oil Stain | Old Dutch Enamel |
| CONCRETE | S-W Concrete Wall Finish | | | |
| DOORS, Interior | SWP House Paint | Scar-Not Varnish Velvet Finish No. 1044 | S-W Handcraft Stain | Enameloid |
| Exterior | SWP House Paint | Respar Varnish | S-W Oil Stain | Old Dutch Enamel |
| FENCES | SWP House Paint Metallic S-W Roof and Bridge Paint | | S-W Preservative Shingle Stain | |
| FLOORS, Interior (wood) | S-W Inside Floor Paint | Mar-Not Varnish | Floorlac | S-W Inside Floor Paint |
| Concrete | S-W Concrete Floor Finish | | | S-W Concrete Floor Finish |
| Porch | S-W Porch and Deck Paint | | | |
| FURNITURE, Indoor | Enameloid | Scar-Not Varnish | Floorlac | Old Dutch Enamel |
| Exterior | Enameloid | Respar Varnish | S-W Oil Stain | Enameloid |
| HOUSE OR GARAGE | SWP House Paint | Respar Varnish | S-W Preservative Shingle Stain | Old Dutch Enamel |
| LINOLEUM | S-W Inside Floor Paint | Mar-Not Varnish | | S-W Inside Floor Paint |
| RADIATORS | Flat-Tone S-W Aluminum or Gold Paint | | | Enameloid |
| ROOFS, Shingle | S-W Roof and Bridge Paint Metallic Enamel | | S-W Preservative Shingle Stain | |
| Composition | | | | |
| SCREENS | S-W Screen Enamel | | | S-W Screen Enamel |
| TOYS | S-W Family Paint | Respar Varnish | Floorlac | Enameloid |
| WALLS, Interior (Plaster or Wallboard) | Flat-Tone SWP House Paint | | | Old Dutch Enamel |
| WICKER | Enameloid | Respar Varnish | Floorlac | Old Dutch Enamel |
| WOODWORK | SWP House Paint Flat-Tone | Scar-Not Varnish Velvet Finish No. 1044 | S-W Handcraft Stain S-W Oil Stain FLOORLAC | Old Dutch Enamel |

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The patented principle used in the Traffic Transmission makes that possible. All the gears are

always in mesh. You can go from low gear

through second to high without an instant's pause; or even snap from high back into second or low without a sound or a chance of failing!

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and see!

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Golf in the water has one advantage: you don't have to replace the divots. By playing this aquatic shot the canny captain of the Thistles saved a stroke and splashed his team to victory at Soundview, Long Island.

Wide World Photos

THE HOME FORUM

The Man From Stratford on Poetry

SHAKESPEARE was a dramatist, completely hidden behind his characters. He left nothing which he signed except two early poems, and no non-dramatic prose except the short conventional dedications to those poems. He put all his theory into practice, and from his actual works we must reconstruct the theory of what he thought the poet and playwright should strive to accomplish. And a very tolerable body of work from which to infer an artistic purpose we shall have to admit that it is! "But, if we only had some revelation of his specific beliefs about his craftman's ship," exclaims someone every now and again. Let us see. Perhaps Shakespeare has revealed more about his art than we commonly suppose.

We all realize that the greatest of dramatists framed the most complete instructions to actors which have ever been written. When Hamlet makes his speech to the players in the royal palace at Elsinore he offers not only particular directions for the presentation of action on the stage but the very inmost philosophy of the drama: not only should the play "hold the mirror up to nature" of universal humanity, but it should reflect its own generation—"show the very age and body of the time in its form and pressure." It is the same prince of Denmark who provides many other shrewd comments on the drama in relation to the strolling actors whose advent he turns to such momentous account. "An excellent play," he says, should be "well digested in the scenes, set down with as much modesty as cunning." And it will be remembered how completely he directed the prompt scenes; Hamlet is able to show himself an admirable stage manager because Shakespeare as we know was a seasoned stage manager himself. In the same play Shakespeare makes various characteristically historical-pastoral, scene-individual, or poem-unlimited!

More specifically can we hear the dramatist eloquently describing the limitations and the conditions of stage conventions in the several prologues of "Henry V." "O! for a Muse of fire," exclaims the Chorus,

"that would ascend
The brightest heaven of invention,
A kingdom for a stage, princes to act
And monarchs to behold the swelling
scene!"

He tells the audience that they must supply the setting from their own imagination.

"Suppose within the girdle of these
walls
Are now confin'd two mighty monarchs,
Whose high upreared and abutting
fronts

THE
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France Seeks Opportunity to Clear Financial "Muddle"

Pressure, It Is Hoped, Will Not Be Exerted on M. Caillaux at Inopportune Moment

By SISLEY HUDDLESTON

PARIS, May 12.—The denials that anything is passing with respect to the debts between France and the United States are far too sweeping. It is felt to be satisfactory that no note designed to put pressure on Joseph Caillaux at an inopportune moment has been received, but the correspondent of The Christian Science Monitor has ample confirmation of the conversations between the representatives of the two countries, culminating a week ago in the Herriot-Caillaux interview, in which the French Finance Minister explained his plan of action in response to the ambassador's inquiries.

Hawthorne Called Greatest Romanticist Since Spenser

Bowdoin College Institute of Modern Literature Hears a Consideration of the American Novelist From Henry Weidel Canby

By a Staff Correspondent
BRUNSWICK, Me., May 12.—All who have preceded Henry Weidel Canby, editor of the Saturday Review, upon the program at the Institute of Modern Literature—poets, novelists, playwrights—have at some time shared in the effect of Mr. Canby's critical gift.

When Mr. Canby came last evening to speak to the institute it was not, however, as a man engaged professionally in critical contemplation of modern literature but as one who would, as it turned out, with admirable skill and delicacy, bend the contemplations of his audience upon the inheritance and achievements of Hawthorne, the curious and remarkable things his stern New England tradition and background wrought in the evolution of his great gift as a romantic novelist.

Great Romanticist
"Hawthorne has been the greatest romanticist since Spenser," said Mr. Canby, and by means of spreading a vision of Hawthorne in the light of his social and moral background, proceeded to support his assertion in a manner happily to surround Hawthorne with an entire new set of contemporary reflection.

Memorial Hall was, for an evening, without the pictures or the romantic in the appearance of its lecturer. Mr. Canby brought a clear note of the practical and efficient to the old hall upon one wall of which there hangs a portrait of Hawthorne. Mr. Canby might not have been a writer, but he is a lecturer of speech and his occasional gesture of confidence leaning upon the lectern to put forth an opinion, infused a strong savor of the university in the lecture hall. Said Mr. Canby:

Hawthorne's spiritual ancestors were the great New England divines of the 17th and 18th centuries. These men were intellectuals in the modern sense of the word and the chief concern of the greatest among them, like Jonathan Edwards, was to find a consistent philosophy which would express their pessimistic view of man's relation to God. Unfortunately for them, New England became prosperous and pessimism gave way to optimism. Emerson, among Hawthorne's contemporaries, represents the reaction toward optimism.

France does not seek to escape from its obligations and M. Caillaux has given fresh assurances on this point, but he must be allowed further opportunity to clear up the muddle recently created.

Today M. Caillaux further developed his scheme before the finance commission. He favors, in addition to other measures already announced, the institution of régies for petrol and insurance.

He favored adopting the methods of Florida and California in advertising this section of the country. Lermon C. Prior, president of the City of Boston Hotel Association, discussed the charm of New England, his subject being, "New England—Why It Excels."

Part of Hawthorne's work has been deeply influenced by American literature although American literature perhaps owes nothing else to Hawthorne.

As Mr. Canby concluded, there were those in the audience who were compelled to wonder, perhaps with apprehension, whether 50 or 100 years after their time, it would be possible to say similar things of any among today's American writers.

CHEFS CONTEST AT HOTEL SHOW

Salon of Culinary Art Is Feature of New England Exposition

This is "Massachusetts Day" at the first annual exposition of the New England Hotel Men's Association which opened yesterday in Mechanics Hall and will continue throughout the week. The day's program was marked by the opening of the Salon of Culinary Art in Talbot Hall, a competitive exhibition by chefs.

There was scheduled for today a novel feature in the bed-making contest between the employees of the Hotel Lenox and the Copley-Plaza. Tonight a similar competition will be staged between the girls of the Victoria and Bryn Mawr hotels.

Formal opening of the exposition took place last evening in Paul Revere Hall, with an attendance of approximately 3000, including a registration of about 500 New England hotel men. Payson Smith, Commissioner of Education, representing Governor Fuller, extended the greetings of the Commonwealth.

Frank C. Hall, president of the New England Hotel Men's Association, explained the purposes of the convention. E. F. Cullen, president of the Luncheon Club, discussed the growth and prosperity of New England, citing that the per capita wealth had increased 84 per cent in 15 years.

He favored adopting the methods of Florida and California in advertising this section of the country. Lermon C. Prior, president of the City of Boston Hotel Association, discussed the charm of New England, his subject being, "New England—Why It Excels."

NEW YORK CURB

INDUSTRIALS

| Sales | High | Low | P.M. |
|------------------------|---------|---------|---------|
| 3100 Adiron Par&L... | 75 1/2 | 74 1/2 | 75 1/2 |
| 100 Adiron Par&L pt. | 101 1/2 | 101 1/2 | 101 1/2 |
| 100 Am Gas & El new | 80 1/2 | 80 1/2 | 80 1/2 |
| 200 Am Gas & El pt. | 87 1/2 | 87 1/2 | 87 1/2 |
| 500 Am Haw... | 9 1/2 | 9 1/2 | 9 1/2 |
| 1125 Am Ld & Tr... | 170 | 166 | 160 |
| 3500 Am Pr&L new... | 63 | 62 1/2 | 63 |
| 400 Am Pr&L pt. | 104 1/2 | 104 1/2 | 104 1/2 |
| 400 Am Superpower A... | 34 1/2 | 34 1/2 | 34 1/2 |
| 1200 do B... | 34 1/2 | 34 1/2 | 34 1/2 |
| 300 Armour Co B cts. | 12 | 12 | 12 |
| 500 Asso Gas & El new | 28 1/2 | 28 1/2 | 28 1/2 |
| 500 Atvras Pst Cem. n. | 28 1/2 | 28 1/2 | 28 1/2 |
| 200 Borden Co B new... | 69 1/2 | 69 1/2 | 69 1/2 |
| 50 Borden's Con Milk | 148 1/2 | 148 1/2 | 148 1/2 |
| 200 Botny Cns Mills A | 46 | 46 | 46 |
| 500 Btly City Bk... | 81 1/2 | 81 1/2 | 81 1/2 |
| 1400 Buffalo Gen Elec | 70 | 67 | 67 |
| 500 Burroughs Ad Mc | 104 1/2 | 104 1/2 | 104 1/2 |
| 800 Car L&T... | 5 1/2 | 5 1/2 | 5 1/2 |
| 10 Carolina Pr&L... | 405 | 405 | 405 |
| 500 Chapin Stacks Inc | 24 1/2 | 24 1/2 | 24 1/2 |
| 500 Chatterton & Sons | 23 1/2 | 23 1/2 | 23 1/2 |
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GOOD BUYING OF RAILS AND INDUSTRIALS

Motor Stocks Are Again
in Favor—Foreign Ex-
change Is Firm

Pool managers encountered stiffer
resistance in their campaign for
higher prices at the opening of today's
New York Stock Market.

Buying demonstrations continued
unabated, however, in the motor, tire
and accessory stocks, initial gains of
a point or more being recorded by
Willys Overland common and pre-
ferred, Mack Trucks, U. S. Rubber
and Stromberg.

Heavy accumulation of the St. Paul
issues, apparently based on expecta-
tions that the Interstate Commerce
Commission would look with favor
upon the application of the north-
western carriers for an increase in
freight rates, was one of the early fea-
ture, the preferred stock showing an
overnight gain of 1 point for the first
time since the receivership was an-
nounced.

Other rails also began to show signs
of increased activity, Frisco common,
St. Louis Southern, Atlantic Coast
Line and Southern Railway being
among the first to sell 1 to 2 points
above last night's closing quotations.

Buying of the industrial shares of
companies with the best potential
earnings prospects, Kelsey Wheel,
United States Rubber, and
Nash Motors quickly mounting to new
high levels for the year.

The foreign exchange market showed
no uneasiness over the monarchistic
display at Hindenburg's reception in
Berlin, the British, French and other
European currencies displaying a firm
tone.

Market Stronger

The morning market gathered
strength as trading progressed, and
commission houses reported marked in-
creases in public participation from
western points and this was mani-
fested by the increased demand for
farm implements, fertilizer and mail
order stocks.

Continued strength of the crude rub-
ber market stimulated activity in the
tires, the three Kelly Springfield
issues, Ajax, and Pink common and
first preferred being added to the list
of new 1925 highs.

Renewal of the 3 1/2 per cent rate for
call money, with funds available below
that figure in the "outside market,"
aided the new pools being formed in
some of the popular stocks.

Better buying was noted in some
of the standard industrials, American
Can being run up 4 points to above
18 1/2, a new high level for the stock.

Speculative attention was again
drawn to Frisco common, which
crossed 8 1/2 to the highest price since
the reorganization of the road in
1915.

Bonds continue upward
Bond prices today resumed their
upward trend, temporarily halted by
yesterday's profit-taking. The early
buying movement embraced a wide
variety of railroad, public utility, rub-
ber and oil company issues in addition
to foreign Government obligations. Lift-
ing prices 1 to 2 points before noon,
and resulting in the establishment of
several new high records for the day.

French issues continued to advance
on prospects of an early debt-funding
agreement. Bonds of the Northern
Pacific, St. Paul, and United States
rallied, the latter strengthened by the
possibility of a rate increase, while
Southern Railway, Erie, and Katy
issues quickly recovered from the de-
pressing effect of realizing sales.

With crude rubber selling at the
highest price in five years, United
States Rubber advanced to a new
top price for the year, and other tire
bonds joined in the upswing.

LONDON STOCKS IRREGULAR, WITH RUBBERS LOWER

LONDON, May 12.—The stock mar-
ket was quiet and irregular today.
Rubber issues were lower on profit-
taking, while other stocks showed
realizing sales brought about by
the high levels reached in Monday's
excited trading.

The undertone remained bullish,
however, despite the reaction in the
staple this morning. Textiles were
steady despite the loss of the stock-
exchange of London to the duty on
silk.

The gilt edge division was dull, due
mainly to the firmness of the market
in supply. Rio Tinto was heavy on
Paris selling. Royal Dutch was
2 1/2 and Rio Tinto 3 1/2.

SUBSTANTIAL GAINS IN GRAIN MARKET

CHICAGO, May 12.—Wheat record-
ed material gains in price today after
a wavering start. There were indica-
tions that exporters were actively
seeking northern spring wheat and
that bids for No. 1 northern were on
a full workable basis.

Price upturns were also more or
less influenced by suggestions of pos-
sible drought in spring wheat ter-
ritory and by adverse winter crop re-
ports, notably from Ohio.

The opening, which ranged from 1/2
cent to 1 1/2 cent advance, with May
\$1.89 1/2 and July \$1.47 1/2, was
followed by an irregular ascent to
\$1.92 for May, and \$1.49 for July.

Cats were firm, sympathizing with
other grain. Starting unchanged to
1/2 cent higher, July 44 1/2, the market
continued upward.

Provisions lacked support, despite
higher quotations on hogs.

FALL RIVER DIVIDENDS SMALL

FALL RIVER, May 12.—Cotton yarn
manufacturing corporations here dis-
tributed among stockholders a total of
\$35,775 in dividends for the year ended
of \$44,445,000, an average of 98
cents per share on a total capitalization
of \$44,445,000, and the amount distrib-
uted in 1924 was \$35,775.

NIAGARA POWER MERGER

BUFAFLO, May 12.—The merger of
Niagara Frontier power interests, in-
cluding Buffalo General Electric Com-
pany, Niagara Falls Power Company and
Niagara Lockport and Ontario Power Com-
pany are involved, which has been in
negotiation six months, was concluded
Monday at a meeting of the directors
of the three companies.

The Value of a Reputation

For nearly thirty years financial institutions and the
investing public have reposed their confidence in The
American Appraisal Company's valuations of the
properties back of important security issues.

For an equal time the executives of all types of con-
cerns have shown a preference for American Appraisals
which has resulted in their use in virtually every
business community in this and neighboring countries.

In a long succession of contests the accuracy of
American Appraisals has been demonstrated for our
clients before courts and governmental commissions.

This cumulative reputation based on tested quality is
of especial importance to the public utility corporation.
In rate controversies it assures public recognition of the
verity of your evidence. In financing, it assures
confidence in your statements as to the value of the
underlying properties.

THE AMERICAN APPRAISAL COMPANY

Milwaukee, Wisconsin

Atlanta Baltimore Cincinnati Cleveland Dallas Detroit Indianapolis Los Angeles Minneapolis New York Philadelphia Pittsburgh St. Louis St. Paul Seattle Syracuse Washington, D. C. Chicago

An American Appraisal

THE AUTHORITY

Investigations - Valuations - Reports - Industrials - Public Utilities - Natural Resources

NEW YORK STOCK MARKET

(Quotations to 1:30 p. m.)

| | High | Low | May 11 | May 12 | | High | Low | May 11 | May 12 |
|----------|--------|--------|--------|--------|---------------------|--------|--------|--------|--------|
| Abt-Tibi | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 1st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 2nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 3rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 4th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 5th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 6th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 7th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 8th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 9th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 10th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 11th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 12th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 13th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 14th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 15th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 16th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 17th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 18th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 19th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 20th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 21st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 22nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 23rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 24th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 25th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 26th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 27th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 28th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 29th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 30th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 31st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 32nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 33rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 34th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 35th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 36th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 37th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 38th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 39th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 40th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 41st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 42nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 43rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 44th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 45th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 46th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 47th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 48th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 49th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 50th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 51st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 52nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 53rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 54th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 55th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 56th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 57th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 58th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 59th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 60th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 61st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 62nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 63rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 64th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 65th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 66th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 67th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 68th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 69th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 70th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 71st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 72nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 73rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 74th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 75th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 76th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 77th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 78th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 79th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 80th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 81st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 82nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 83rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 84th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 85th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 86th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 87th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 88th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 89th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 90th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 91st pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 92nd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 93rd pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 94th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 95th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 96th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 97th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 98th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 99th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |
| Adv-Ru | 16 1/2 | 16 1/2 | 16 1/2 | 16 1/2 | 2200 Erie 100th pf. | 38 1/2 | 38 1/2 | 38 1/2 | 38 1/2 |

PRICES IN CLOTH MARKET

Chief Interest in Cotton Material for Auto Trade—Forward Orders Low

NEW BEDFORD, Mass., May 12 (Special).—Outside of a moderate replacement business, which is absolutely unavailable in a hand-to-mouth market, there has been very little trading in primary cotton goods markets during the last week or 10 days, and the renewal of interest in satens, twills, and other constructions suitable for the use of the automobile industry, was almost the only bright spot in the immediate outlook.

Selling pressure has been applied to various goods, cotton constructions, and with the weight of the lower cotton goods markets back of it, some weakening in prices was inevitable. The decline, of course, would have been more pronounced had it not been for the dwindling supply of cotton most of the mills find they have, and the fact that prices were already down to a point where they were insufficient to cover raw material and labor costs, if the raw material had to be bought at today's prices.

Mills have been able to do business at these impossibly low figures only because of the continued demand for cotton purchased months ago, and at considerably lower levels, and they have preferred to accept business on the basis of getting a better price than they could expect to receive if they were to order that their working organization might be preserved intact.

There has been plenty of evidence of a considerably increased demand for cotton goods during the last six months as compared with the six months preceding, and the fact that accumulated stocks, carried over from last year's overproduction period, has found its way into consuming channels and is gone, the heavy-to-medium buying policy has persisted, however, and has caused the wave of economy that featured the winter months to be felt more quickly by the producers than usual.

Forward Business Low
Cotton mills are not without orders, but the forward business in their books is now beginning to run out. Unless it is soon replenished by new business in larger volume than has been seen in the last week or two, the mills will again have to face the alternative of radical curtailment of output, or the accumulation of unsold stocks of goods.

It is generally agreed in distributive circles that the re-order business that the cotton mills can expect during the next month or two will be considerably greater in the aggregate than was forthcoming in the last week, and that the absence of large accumulations now probably means that the curtailment that will be undertaken in gradually increasing volume during the next month or two will not reach anywhere near the extent that was seen a year ago.

The steady character of the replenishing order, now keeping the mills going, is seen in the fact that the decline in prices has been a steady one, and did not cause any great restriction in the buying.

In the print cloth markets there was more shopping around for the low prices, and not much volume trading, but business was put through steadily from day to day despite the declining prices. Standard 28's in 66's were bought for quick delivery as low as 9 1/2 cents, though 9 3/4 was the general market level.

Prices Show Decline
On deliveries to begin the last of this month, however, and to run along as low as 9 cents and 9 1/4 mentioned in the previous paragraph, the decline at 9 cents. These constitute a decline of an eighth to three eighths of a cent since a week ago, and this construction was typical of the other standard types of print cloth material.

Full River reported sales of approximately \$100,000, with the business well scattered over the various types of goods characteristic of that center; such as low count 36's, 40's, 44's, 48's, 52's, 56's, 60's, 64's, 68's, 72's, 76's, 80's, 84's, 88's, 92's, 96's, 100's, 104's, 108's, 112's, 116's, 120's, 124's, 128's, 132's, 136's, 140's, 144's, 148's, 152's, 156's, 160's, 164's, 168's, 172's, 176's, 180's, 184's, 188's, 192's, 196's, 200's, 204's, 208's, 212's, 216's, 220's, 224's, 228's, 232's, 236's, 240's, 244's, 248's, 252's, 256's, 260's, 264's, 268's, 272's, 276's, 280's, 284's, 288's, 292's, 296's, 300's, 304's, 308's, 312's, 316's, 320's, 324's, 328's, 332's, 336's, 340's, 344's, 348's, 352's, 356's, 360's, 364's, 368's, 372's, 376's, 380's, 384's, 388's, 392's, 396's, 400's, 404's, 408's, 412's, 416's, 420's, 424's, 428's, 432's, 436's, 440's, 444's, 448's, 452's, 456's, 460's, 464's, 468's, 472's, 476's, 480's, 484's, 488's, 492's, 496's, 500's, 504's, 508's, 512's, 516's, 520's, 524's, 528's, 532's, 536's, 540's, 544's, 548's, 552's, 556's, 560's, 564's, 568's, 572's, 576's, 580's, 584's, 588's, 592's, 596's, 600's, 604's, 608's, 612's, 616's, 620's, 624's, 628's, 632's, 636's, 640's, 644's, 648's, 652's, 656's, 660's, 664's, 668's, 672's, 676's, 680's, 684's, 688's, 692's, 696's, 700's, 704's, 708's, 712's, 716's, 720's, 724's, 728's, 732's, 736's, 740's, 744's, 748's, 752's, 756's, 760's, 764's, 768's, 772's, 776's, 780's, 784's, 788's, 792's, 796's, 800's, 804's, 808's, 812's, 816's, 820's, 824's, 828's, 832's, 836's, 840's, 844's, 848's, 852's, 856's, 860's, 864's, 868's, 872's, 876's, 880's, 884's, 888's, 892's, 896's, 900's, 904's, 908's, 912's, 916's, 920's, 924's, 928's, 932's, 936's, 940's, 944's, 948's, 952's, 956's, 960's, 964's, 968's, 972's, 976's, 980's, 984's, 988's, 992's, 996's, 1000's, 1004's, 1008's, 1012's, 1016's, 1020's, 1024's, 1028's, 1032's, 1036's, 1040's, 1044's, 1048's, 1052's, 1056's, 1060's, 1064's, 1068's, 1072's, 1076's, 1080's, 1084's, 1088's, 1092's, 1096's, 1100's, 1104's, 1108's, 1112's, 1116's, 1120's, 1124's, 1128's, 1132's, 1136's, 1140's, 1144's, 1148's, 1152's, 1156's, 1160's, 1164's, 1168's, 1172's, 1176's, 1180's, 1184's, 1188's, 1192's, 1196's, 1200's, 1204's, 1208's, 1212's, 1216's, 1220's, 1224's, 1228's, 1232's, 1236's, 1240's, 1244's, 1248's, 1252's, 1256's, 1260's, 1264's, 1268's, 1272's, 1276's, 1280's, 1284's, 1288's, 1292's, 1296's, 1300's, 1304's, 1308's, 1312's, 1316's, 1320's, 1324's, 1328's, 1332's, 1336's, 1340's, 1344's, 1348's, 1352's, 1356's, 1360's, 1364's, 1368's, 1372's, 1376's, 1380's, 1384's, 1388's, 1392's, 1396's, 1400's, 1404's, 1408's, 1412's, 1416's, 1420's, 1424's, 1428's, 1432's, 1436's, 1440's, 1444's, 1448's, 1452's, 1456's, 1460's, 1464's, 1468's, 1472's, 1476's, 1480's, 1484's, 1488's, 1492's, 1496's, 1500's, 1504's, 1508's, 1512's, 1516's, 1520's, 1524's, 1528's, 1532's, 1536's, 1540's, 1544's, 1548's, 1552's, 1556's, 1560's, 1564's, 1568's, 1572's, 1576's, 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"First the blade, then the ear, then the full grain in the ear"

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EDITORIALS

Dean Inge, returning to England, as he came, in the second-class cabin of a Cunarder, left behind some thoughts upon which Americans might well ponder. Among them, expressed by his action rather than his utterances, was a thoroughly aristocratic disdain of merely commercial class distinctions.

What American prelate of like eminence would have ventured to cross the Atlantic in the second-class cabin? In most of the ocean liners today such accommodations are immeasurably better than were first-class cabins a quarter of a century ago. Yet the average American shies at the second-class label, and even on the continent of Europe has hardly learned to use the railway carriages which all Europeans but millionaires accept.

There was no finer touch of satire in Dickens's "Martin Chuzzlewit," than the scene in which the adulation of the residents of the New York boarding house for the newly arrived Englishman was suddenly turned into horrified contempt by the discovery that he had not crossed in the first cabin. Perhaps the example of the Very Reverend the Dean of St. Paul's may convince many Americans, who now hold the contrary opinion, that the number on a railway carriage or a steamship cabin does not necessarily fix the intellectual quality or social standing of its occupant. And, in the words of the street, that goes for first-class as well as the others.

We did not, however, intend to expatiate on this evidence of the essential democracy of England's notable churchman. He came over with a nickname which he caused speedily to be forgotten. There was little of gloom about the Dean, even when he professed himself unable to discover the virtues of water as a beverage. It is one of the features of the established Church of England, difficult for Americans to understand, that it seems to regard the liquor trade as an establishment of almost equal respectability—we had nearly said sanctity—with its own. What may be the evil effect of liquor upon mind; less capable than their own of withstanding its insidious temptations seems little to concern some prelates of that church. For them there is slight suggestion for present-day action in this verse of Corinthians:

Wherefore, if it make my brother to offend, I will eat no flesh while the world standeth, lest I make my brother to offend.

If, however, it is necessary to take issue with our departing guest on the liquor question we think all Americans, not New Englanders only, will applaud his views on the villages and countryside of that section as thus set forth in an article syndicated by him before his departure:

I lost my heart to the New England towns and villages, with their pretty frame houses, each standing in an unfenced grass plot, and the lovely avenues of elms on either side of the roadway. Nearly every house tries to express something; they are not soulless copies of each other, like a dreary English suburb. I can imagine no better place to live than among these miles of un-crowded, happy-looking homes, telling of a modest competence apparently within the reach of everybody. My feelings of pure joy at the sight were not spoiled by envy. Here, I said to myself, is the best that Anglo-Saxon civilization can do, and, thank heaven, it is all as safe as anything can be in this naughty world.

The Christian Science Monitor today is devoting many pages to descriptions and illustrations of the beauty-spots of this New England, which thus aroused the admiration of Dean Inge. There are qualities that cannot be claimed for this ancient and rock-bound corner of the Union. It must yield to the level prairies of the middle west in fertility and ease of cultivation. It could never build a city the size of Los Angeles on the salubrity of its climate. Its apples—pretty good though they be—must yield in beauty, if not in flavor, to those of Oregon, and the most flourishing real estate boom it ever produced is but small potatoes compared with what Florida has proudly displayed to the world during the last twelve months.

But it has produced great men of its own, and sent them out to develop those sections of the continent which today surpass it in some conditions of material wealth. And it has gathered into its schools and colleges the best of all the Nation's manhood, and womanhood, and sent them back to their distant homelands, qualified for leadership in the affairs of life. When the time for pleasuring, or for seeking quiet respite from the turmoil of busier scenes comes, what retreat so peaceful as the New England villages the beauties of which Dean Inge extols?

Our recent guest scented a certain menace to the continuing charm of these little home spots in the influx of immigrants, alien in thought and action to the New England ideals. Beyond doubt he laid an unerring finger upon the chief present-day danger to the existing social organization of the United States. But, belatedly indeed, the present immigration law blocks that threat at its present status. Too many of the unfit have indeed been admitted, but the curb is now applied. Americans, who, in the past, felt a certain pride in finding their country the only one to which the surplus millions of Europe sought entrance, have awakened to the peril of the flood and narrowed the gates. There is no danger they will ever be reopened.

Some novel features are included in the plans for the construction of the special road from London to Brighton, to be used for motor vehicles only. This highway, which would be about forty miles in length, would be fenced, as in the case of a railway, and provided with entrances and exists at points on neighboring existing roads. Also in the case of crossroads it would pass under bridges, the construction of which for outside traffic is part of the scheme. There would be no toll gates, because every vehicle would pay on entering the motorway and get a ticket which it would give up on leaving it. It is difficult to say in just what directions the many intricate traffic problems of the future will find their solution, but this scheme of automobile highways, to ride on which a charge will be made, and from which the ordinary public will thus be excluded, sounds more than slightly reasonable.

So much of universal value is being accomplished under the head of Americanization that it is to be regretted that the truth cannot be published under a term more universal and less confining or nationalistic in its purport. If a good word could be found or invented which would be synonymous with "citizenization," meaning the act of leading the foreign-born (so-called) and others into intelligent community life, a seeming handicap to a world-wide appreciation of the work would be removed. The making of good citizens is the primary enterprise of every nation. Its universal interest is manifest.

One of the foremost authorities in the work has said in a statement printed and distributed by the United States Government: "Probably no word in the English language today is quite so meaningless as Americanization. It is a very vague word. The reason is obvious. It has been so loosely used during the past several years to designate all sorts of diverse activities that it has ceased to have any particular significance whatever." The word is, therefore, extremely unsatisfactory to leaders in this extensive movement.

There is scarcely an organization of importance in the country, indeed, having anything whatever to do with the promotion of social and civic welfare, which does not devote a part of its attention—and some, a conspicuously large part—to Americanization. Many city school systems are giving generous support in the conduct of Americanization schools. There are state departments of education with complete lists of the groups and individuals who have voluntarily undertaken the work would challenge compilation. And a great mass of accumulated evidence shows that the major portion of this grand total of activity, carried on behind the vain, hard, and uninviting word "Americanization," merits world-wide consideration.

Since Americanization stands for training in citizenship and for adult education, since it stands for an opportunity to do something for democracy as well as for the country in which one happens to reside, since it stands for unselfish service and for "willingness to do a share of the world's work," it has universal values and its standards and ideals could be safely inculcated by any nation on earth upon its citizenship. Again, the making of good citizens being a primary enterprise, to make them patriots under one flag is secondary.

Because the great causes of the day have attained a world aspect, because people are organizing for world peace rather than isolated peace, because the goal has become "every nation with woman suffrage," because the slogan "work for the prohibition of liquor in every land" has been internationally adopted, because the barriers against instantaneous communication and rapid transportation have already begun to appear as nothing, because a distress reported in any one country arouses concern within a few hours in countries on the other side of the globe, and because the phrase "all mankind" in the sense of the earth's great "family" is heard more and more frequently on the tongues of men, citizenship from now on is to have an ever-increasing world aspect.

Henceforth all the narrow phases of patriotism must dwindle, and no nation can be wholly justified in training a citizenship unto itself alone. Man's growing vision enables him to see his native country as a correlating part of the whole. Somewhere in the future he will grasp another big fact of correlation—he will see the entire earth as only a minute part of creation. As the astronomers pry farther and farther into the limitless reaches of the universe, our planet, with all things upon it, great and small, is focused into a closely woven fabric, getting smaller and smaller, until, condensed into a unit, it appears as a speck in the firmament.

There is much food for serious thought and reflection in what Mrs. Margaret Deland, herself the author of a number of successful books and many short stories, said in an address at the Institute of Modern Literature, held under the auspices of Bowdoin College in Brunswick, Me. While perhaps her remarks were directed primarily to those who write, they carry a lesson also to those who read. Many of those who read dream of some day being able to write. It has been said that everyone is capable, if he sets himself about the task, of producing one good story. And yet Mrs. Deland ventures the assertion that it is improbable that any person can be taught to write fiction. In this connection she referred to the frequent appearance of advertisements of those who offer to teach the art of fiction writing, implying the existence of a ready market among publishers for the products of writers thus trained.

The inclination might be to inquire, if it has been established that truth or fact is, or should be, a fundamental of fiction, why it is not as possible or as practicable to train the story writer as to teach the historian, the preacher, or the newspaper worker. It may be, after all, that those novels, some of which have been listed as among the "best sellers" of their day, which Mrs. Deland declares cannot be measured by any literary standard, are the products of those who have lacked the training which might have made their books "true as well as brilliant," to paraphrase one of the speaker's observations. "There is one thing," said Mrs. Deland, "which one must have before he can write a living story, a thing never offered, so far as I know, in a magazine advertisement. He must have an unflinching perception for truth—for truth is the substance from which fiction must be fashioned. Truth is the bronze, the clay, the gold, out of which the creative urge, guided by the living creature, will mould, or carve, or engrave, enduring fiction."

As to the soundness of such a view there can be no two reasonable opinions. It is what is said of something fundamental that holds the attention and convinces the reader. Most of those who have failed to write enduring fiction seem to have lacked something about which they

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could write convincingly. Today, as always, the poet, the painter, the dramatist, the sculptor and the story writer, if he would appeal to humanity, must "hold the mirror up to nature." Truth must be idealized, perfection must be lauded or even gilded, the hideous must be portrayed in all its sordidness and unbecoming grayness, not as one might imagine it may be, but as it is. The fiction about evil may be that, after all, it is not as bad as it has been painted. But that is not the truth about evil, any more than is the specious insistence that the things which are regarded as good are no better than they should be.

So it seems to work out that truth is actually a fundamental of fiction. Truth is fundamental. Of that there is no doubt, although the statement that fiction cannot exist without a basis of fact is, as the lawyers might say, a negative pregnant. Mrs. Deland probably would not prescribe a hard and fast rule requiring that all that is said about truth must necessarily be itself true. That would be to limit the opportunity of the imaginative writer to the realm of what his readers no doubt would regard as the commonplace and uninteresting. Humanity seems inclined, at times, to boast of its courage in defying those standards which it admits are commendable and acceptable. But the desire always appears to be to know that there remains, in plain sight and readily available, a beacon light which will guide everybody back to safe and sure ground.

On the beaten road and off, along the hillsides and in the valleys, anywhere in New England, almost, where the habitations of men are found there is now spread out a marvelous panorama of red and pink. It is apple-blossom time, a little earlier than in ordinary seasons, perhaps, but with all its usual beauty displayed. Answering some prompting call that is but mere silence to human ears, no matter how keenly attuned, the trees, old and young, shapely or gnarled, adorn themselves in their entrancingly picturesque garb. Almost within a single day the transition is effected. Where yesterday there was but a faint suggestion of color amongst the pale greens of the orchard, today there is a riot of color and a fragrance that is wafted in billows to the traveler along the adjoining roadway. It is the cheerful and instant response of the trees, refreshed by their long winter nap, to the gentle urging of spring.

There is inspiration and a persuasive lesson in obedience in this unquestioning response of the trees and flowers to a common summons. Not only is there no thought of refusing to yield, each in its season, first its flower and then its fruit or seed. There seems, indeed, to be lacking even the possibility of refusal or failure. Actuated by some controlling and governing impulse, something which, for want of another term, may be called law, creations of every lower order obey, by instinct and unprotestingly, while only those who have assumed the right to question or to demur all too often yield obedience grudgingly or not at all.

It would not upset the course of events if one or two thousand apple trees, in New England or elsewhere, should fail to blossom at the time appointed, thereby rendering impossible the ripening of their fruit in season, any more than the obduracy, or negligence, or the perversity of one or a thousand individuals upsets the established social order. But just to the extent that there is lack of co-operation on the part of the trees or the individuals, so is there a break in the perfect concert of effort and achievement through and by which, eventually, all the problems which perplex must be worked out and solved.

But as one rides leisurely, on a May day, or walks, by path and by-way, through the orchard country stretching for miles and miles along the lake and river banks and among the hills and mountains of New England, he does not note the trees that have failed to bloom. He sees, instead, the myriad trees that have, with one accord, lent themselves to the pleasant task that has been set. They are the only ones that count.

Editorial Notes

It would be difficult to find a more concise statement in opposition to the theory of material evolution than one in the Langhorne Orchard Prize Essay for 1925. It is to the effect that today Darwinism is as dead as the dodo, so far as Darwin's theory of natural selection being regarded as a vera causa of the origin of species is concerned. The time has arrived, the essay further explains, for those who think for themselves and who do not trust the keeping of their opinions to any set of supposed experts, to dismiss once for all the idea that man might possibly have arisen by a long-drawn process of development from preceding animal ancestors. Surely the day has at last passed when we are asked any more to believe that

There was an ape in the days that were earlier. Centuries passed and his hair became curlier. Centuries more gave a thumb to his wrist—Then he was MAN and a Postivist. (Mortimer Collins, The British Birds.)

With the completion of the two hundred and fifty thousandth Ford car since 1910 in the Ford Motor Company of England, a landmark has been established on a par with that attained in the United States by the completion not long since of the ten millionth car in the Detroit plant. And both achievements constitute a tribute to the genius of the man responsible for their possibility. They represent the product of indefatigable effort which, as exemplified in the originator of the car, becomes infused into the men in the various manufacturing plants operating under his name. Thus the great majority of these workers fully measure up to the exacting demands made upon them, soon imbuing the inspiration of giving in return for their wages—which, incidentally, are higher than those paid in most factories—a full return in service. Henry Ford has done something far more than merely organize a gigantic motor industry. He has helped to make men.

Apple-Blossom Time in New England

The Diary of a Political Pilgrim

FROM A LONDON CORRESPONDENT

The reassembling of Parliament coincides with two very important events in Europe, the advent of the new Ministry in France and the election of Field Marshal von Hindenburg to the Presidency of the German Republic. Once the excitement of Mr. Churchill's budget, with its effect on every citizen's pocketbook, is forgotten, foreign affairs are bound to loom once more on the front of the British political stage.

From the point of view of European pacification, the fall of M. Herriot with the advent of M. Poincaré is probably an advantage. M. Herriot represented "atmosphere," rather than experience. While his intentions were admirable, his actual handling of affairs was rather fumbling. Like his friend and associate in London, Ramsay MacDonald, he had that measure of success which came from the exchange of the rigid diplomacy of M. Poincaré and Lord Curzon for what might almost be called the diplomacy of the "glad hand." But once it came up against the deeper problems of European diplomacy it ceased to lead to results, and his authority had begun to disappear.

The Poincaré Cabinet is a three-headed cabinet. Its directing power centers in three ex-prime ministers, M. Poincaré himself, M. Briand, and M. Caillaux. And each of these three men has taken charge of one of the great problems confronting France at the moment. M. Caillaux has to deal with finance, M. Briand with foreign affairs, M. Poincaré has to manage the Chamber and the parties which support the Government.

Though nominally a government of the cartel *gauchistes*, it is really a more central administration dominated by men of wide experience, with instructions, not to bring in great controversial reforms, but to solve the two problems of finance and security which overshadow all other issues in French public life. It will probably be a good cabinet to do business with.

The election of Field Marshal von Hindenburg in Germany is quite a different story. Though the President in Germany has little direct power, his position being much more like that of the "Trench" than of the American President, and though the political direction of the country will almost certainly continue to rest in the hands of the Luther Cabinet, the advent of the Marshal cannot fail to have wide effects on the general state of feeling in Europe. It is true both that everybody respects the personal honesty and simplicity of the new President himself and that nobody thinks he will have much say in policy, yet his election is very significant as an indication of the trend of public affairs in Germany.

It is easy, however, to exaggerate its importance. Great masses of people in Germany probably voted for von Hindenburg because he was the one figure which came out of the disaster of the war with personal credit. He is almost the only man who has not been soiled in the unsavory mess of post-war political intrigue. He represents the tradition of the Fatherland. Probably millions of Germans voted for him not because they wanted back the militarist and monarchist traditions of the evil past, but because they felt that he was the most dignified and honorable figure to preside over the deliberations of the Nation.

None the less the election of the Field Marshal is a portent whose significance cannot be ignored. In practice it probably means two things. On the one side it is a victory for reaction in the first round of the great battle between democracy and reaction in Germany, which was bound to be joined as soon as Germany began to recover from the shock of defeat. Such a battle is inevitable, for the overthrow of the ancient régime was in the main the outcome of the defeat by the Allies. The German people have still to win the battle for themselves.

The issue will probably not be finally decided for a long time. It took England nearly 200 years from the

The World's Great Capitals: The Week in Paris

Paris, May 12. A judicious view of the French municipal elections now completed would, while conceding a number of victories to the Bloc des Gauches, depreciate the efforts of the Radicals and Socialists to show that the verdict of last May was indorsed. Party labels in a municipal fight mean little and are merely adopted for convenience. Indeed, the Minister of the Interior in counting the results has every latitude for attaching his own labels. Further, politics are swallowed up in purely local considerations. Again, before it can be claimed that there is a swing to the left, it must be shown not merely that the results are better than those in 1919, but as good as those in 1919. Nevertheless, the Bloc des Gauches has reason to be satisfied and the Bloc National disappointed.

Nobody meeting Mulay Hafid in Paris would suspect that he was formerly the Sultan of Morocco and played a conspicuous part in the troubled days of France's early years. He is himself an official. Now the Renaissance of Paris very simply. He has long abandoned all attempt to keep up an appearance of rank. He was an implacable opponent of French influence and did not realize in time that the new régime was inevitable. After his abdication he went to Spain and was doubtless in the pay of Germany. In the end he found himself practically penniless. He made his peace with the French Government, which has now agreed to allow him a pension of 350,000 francs a year—roughly \$20,000.

Another attempt to prevent foreigners obtaining property in France is being made. A bill has been drafted with the object of vastly increasing the registration tax on all sales of property to persons who are not of French nationality. Undoubtedly much property has been acquired by American and English people and certain parts of France are given over to the foreigner. The present proposal is that a tax of at least 50 per cent shall be paid by foreigners on the purchase price to the State. This is only one of a number of measures to be taken to the same purpose. But it is to be doubted whether it will ever pass into law.

Sport has played a large part in the municipal elections. All the candidates in Paris have been asked to fill up a comprehensive questionnaire on their views regarding the provision of training facilities and the encouragement of sport. It is held that all schools should have extensive playing grounds, while each district should have its public recreation field. The building of swimming baths is also advocated. Nearly all the candidates adopted the whole program. If they are sincere there should be during the next few years considerable developments in this direction.

In these days of self-advertisement and of the meaningless distribution of honors which are thus cheapened, it is refreshing to find such a talented actress as Suzanne Després, probably the best interpreter of Ibsen in France, declining the Legion of Honor which the Minister of Education, M. de Monzie, offered her. She decried the suggestion that she despised the red ribbon, but she nevertheless insisted on her desire to continue her work modestly and quietly, appreciated by those who know her, but averse to any acclaim. Her present action is in consonance with her whole career.

It may be interesting to give the list of the thirty-two Ministers of Foreign Affairs who have succeeded each other during the lifetime of the Third Republic. There was first Jules Fabre, then Charles de Remusat, followed by Albert de Broglie. Then came the Duc Decazes, the Marquis de Banneville, Waddington, de Freycinet, Barthélemy Saint-Hilaire, Gambetta, Delcort, Chaleme-Lacour, Poincaré, Gollat, Spuller, Ribot, Deville, Hanotaux, Berthelot, Delcort, Rouvier, Bourgeois, Pichon, Crippel, de Selves, Poincaré, Jonnart, Barthou, Doumergue, Viviani, Briand, Millerand, Herriot. Several of them were foreign ministers in more than one cabinet. Briand is at the Quai d'Orsay for the third time. Delcort held the office far longer than anybody else. He stayed for seven years in the cabinets of Briand, Charles Dupuy, Waldeck-Rousseau, Combes, and Rouvier.

Artists can, once more, paint in the parks without paying a fee. It was understood that they might be called upon to pay one franc, but an artist who refused to do so tested the matter in the courts. He claimed that

commencement of the democratic movement before popular control was complete. France did not finally become a republic until 1870, eighty years after the French Revolution. Italy, despite her splendid start under Mazzini and Garibaldi, is not a democracy yet.

Therefore there will probably be many ups and downs before Germany learns how to conduct its affairs on democratic lines, before the question of democracy itself is taken out of politics as it is in Britain, France and America. This election has shown the strength and ability of the organized Right. It may lead to a consolidation of the parties of the Left whose effect will show itself next time.

On the other side it will undoubtedly make the settlement and appeasement of Europe more difficult. It will strengthen the irreconcilables in France, Poland, and elsewhere. It will make the evacuation of Cologne more awkward. It will complicate very much the consummation of those negotiations for a tripartite pact between France, Germany, and Great Britain on which so many had placed high hopes. It may hinder the entry of Germany into the League of Nations.

The election is not serious in any warlike sense. Nobody in Germany wants war. The military authorities least of all want war today, for they know that they are powerless to prevent France from reoccupying the Ruhr and so bringing Germany almost instantly to her knees. All the best leaders of Germany, indeed, know that what Germany requires is not international trouble but international peace, for only so can she recover her economic prosperity and power. Hence, its significance is rather for the future. Does it mean that Germany is drifting back to the control of the military imperialists? Are Von Tirpitz and his associates gradually creeping back into power? What is Germany going to do when she is once more free and strong?

In the long run everything in Europe turns on whether Germany abandons the Hohenzollern tradition and makes her own the ideals of national freedom, democracy, and international co-operation which underlay the allied cause in the World War. If she does, there will be a new Europe in which lasting peace and eventually federal unity will be possible. If she does not, there are difficult times ahead.

The future of peace turns mainly on whether Germany can be won for democracy in the next twenty years. And that result, while it rests mainly with the German people themselves, will depend also on the wisdom, the justice, and the firmness with which she is treated by the Allies.

Public opinion has been amused and gratified at the result of the troubles of the famous rum-running baronet, Sir Broderick Hartwell. Apparently his nefarious enterprise have not been going too well and a telegram has been sent to him from the Government saying that he was up against "an appalling situation." The prohibition service has evidently been getting the better of Sir Broderick, and people are wondering how he is going to deal with those who lent him money on the basis of a guaranteed return.

It would be a relief to the great majority here if this rum-running business began to fail. There is no sympathy for people who try to make money by breaking the laws of friendly nations. On the contrary there is profound dislike of the whole traffic. But the rum-running is more difficult to stop at this end than the other. So long as the manufacture and sale of liquors is legal in other countries, and once the liquor is on the high seas nobody can control its destination. Much the simplest solution of the problem would be that rum-runners should learn that the same was not worth the candle. The lamentations of Sir Broderick would seem to show that this is becoming true.

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The ancient so-called Courts of Love, or assemblies of poets, are to be revived. The first court is to be held on June 7, and poets will recite odes and madrigals under the auspices of the society, known as the Realm of Chimera. A poetess will be elected as Queen, with heralds, pages, chambermaids and ambassadors. The costumes to be worn are not old costumes or present-day costumes. They will be "futurist." The men, for example, will be dressed in white trousers, black tail-coats with white lapels, with bunches of white ribbon on the shoulders. The women's robes are not yet designed, but a gold chimera will figure on a blue ground.

The French official services are becoming famous for their men of letters. It will not be forgotten that Anatole France was himself an official. Now the Renaissance literary prize has once more been awarded to a librarian at the Quai d'Orsay, M. Georges Girard, the author of "Les Vainqueurs," which relates the experience of an infantry battalion, is the second official from the same department to win this award. In 1923 M. Paul Morand obtained the distinction. Numerous examples of the connection in France between officialdom and authorship could be cited. At the present time M. Jean Giraudoux is a distinguished novelist and the spokesman to the press for the French Foreign Office.

In the Champs-Élysées a beautiful arcade is being built. It is the site lately occupied by the mansion of M. Dufayel, which served as a press club during the Peace Conference. It is a lofty covered way, 350 feet long and 40 feet wide, lined with shops. There will be a glass-roofed rotunda in the center. There will be erected over the passage a modern house with four express lifts or the lines of the American skyscrapers. At the same time the chief architect to the French Government, M. Guilbert, is demanding that the new part of the Boulevard Haussmann shall be built as an arcade. In a modern city it is, to say the least, convenient that pavements should be covered, and it is to the interest of the shopkeepers that there should be this protection from the weather.

Letters to the Editor

Brief communications are welcomed, but the editor must remain responsible for their publication, and he does not accept responsibility for the facts or opinions presented. Anonymous letters are destroyed unread.

"Honor for an Ex-Slave"

To the Editor of THE CHRISTIAN SCIENCE MONITOR: As the one who nominated Frederick Douglass, the famous Negro statesman and abolitionist, for a place in the Hall of Fame at New York University, and who is leading the fight to have him chosen this year as one of the candidates, whose bust will be placed in the Hall of Fame, I want to thank you for the magnificent editorial which appeared recently in the Monitor, on this issue. It was headed "Honor for an Ex-Slave," and was a striking tribute to the life and career of Douglass, and it will go a long way toward making sentiment in the campaign that I am trying to wage in his behalf.

Cannot tell you how much I appreciate this article, nor how much good it will do. It had a fine American ring, and the issue was discussed purely from the standpoint of the highest Americanism. Douglass was a great American, and no one rendered more distinct service to the Nation in its hour of peril than he. As you so well say in your editorial, "The Negro has heretofore been proposed for a place in the Hall of Fame. Surely it seems fitting that the honor should be bestowed. It would testify eloquently to the genuineness of American democracy."

It is, however, as a great American, that we are asking that Douglass should be given a place in the Hall of Fame. In your editorial, you say he was born a slave, but he was not a slave, but he fought his way to a definite place in the hearts of his fellow-countrymen. He fought for those great ideals which this Nation has always held dear and sacred. Douglass was first nominated by me in 1920 while attending New York University, and was renominated again this year.

New York, N. Y. CLEVELAND G. ALLEN

BOSTON, TUESDAY, MAY 12, 1925

NEW ENGLAND

Supplement

Sturdy New England Stands Solidly as the Foundation Stone of American Progress



NEW ENGLAND! Has any neighborhood in the world, in its name, the deep-meaning charm that chimes in those two words? In its bright pattern, muted and mellowed a little by the dignity of an old history, there is every hue. The strong rust red of industry, the deep green of agriculture, the ineffable blues and greens of the sea and its business, the strong grays of banking and commerce.

New England develops but it does not lose its early design, its centuries-old integrity and honesty, the strengths of its rugged virtue. New England was the first frontier of the United States. Many things have proceeded from the pioneer settlements of Plymouth and Newburyport, of Quincy and Provincetown—proceeded over a widening country, to color other beginnings with its fundamental strengths, its moral and social veins of gold.

Gloucester was the first fishing village in the United States. Men came to Gloucester from Cornwall and Leicestershire in England. They were later joined by swarthy men from Portugal and from Spain. An early New England tradition, seen today in the gray winding streets, has never been lost to Gloucester, as it has not been lost to many another small town, clinging to the gray coast or cupped inland in rich hills and guarded by peaceful, rolling valleys. Great men have contributed to the history of New England.

Nathaniel Hawthorne pored over Customs House records and accounts in Salem, earning money to buy shoes and food for his family while he unremittently kept alive a flame which bade him write books that were to stamp him as one of the greatest novelists the country ever produced. Donald McKay, a ship of a boy, came from Nova Scotia to become a part of New England's maritime history, to build the greatest clipper ships that ever sailed the seas, to sail away and to return, bringing back to New England and to the country not only rich cargoes but a fame which was never matched by another shipbuilder.

The original 3000 persons who came to the first New England colony in the first score of years of its existence were pioneers by temperament, by conscience, and by instinct. They endured the sorrows and hardship of isolation and discipline. They learned patience as men and women, have rarely in the history of the world learned it. They translated their learning into a legacy of courage and conscience, of thrift and tenacious attention given to civic, moral and social obligation, to independence in thought and hardihood in action.

The early sons and daughters of New England overflowed their first horizons and began to weave the story of New England influence upon the developing country. Today, from the Hudson River westward, from the Canadian boundary to the Ohio River, where once was forest and wilderness, there is now one vast panorama of fair cities, smiling villages, fertile farms, bound together by double bands of shining steel over which the commerce of a great people takes its amazing way, unhampered by political frontiers, uninterrupted by state lines, exchanging between all people the products of their profitable toil.

The types of pioneer homes, the laws, the customs, the traditions and the institutions of early New England are to be found scattered through Illinois, Kentucky, Virginia, up and down the country, are leavens here, there and everywhere proving the sturdiness of stock, the incontrovertible excellence of that early influence.

The influence of New England commerce is visible in the commercial development of the west. What can be said of

New England influence on the grain and packing business of Chicago can be said of its influence upon a thousand other businesses throughout the country. National politics have felt the touch of New England. Boston has given the Nation great statesmen, and Quincy and Northampton. Literature and art have come into their own along a way which New England has pointed. New England gave great writers to the world early in her history.

Whether the immediate value of New England to the rest of the United States is immediately translated in terms of wool or cotton manufactures, or art or literature, or farm and dairy produce; in every city in this land, large and small, there is a handful of people who by heredity and tradition, are striving to exemplify New England industry and patience; New England conscience and character. The New England viewpoint and the New England conservatism have had their share; kept through three centuries burnished and cumulatively effective to remind a hurrying day of pioneer New England.

New England Is Beckoning to Vacationists of Country

By DENNY B. GOODE

Manager Convention and Tourist Bureau, Boston Chamber of Commerce.

NEW ENGLAND is beckoning invitingly to the American vacationist. Formerly New England's invitation was restricted to the short season beginning after July 4 and ending with Labor Day. Nowadays, New England opens her hospitable doors to the pleasure seeker early in May and June, and keeps them open until the last gold and scarlet leaf falls to the ground and blots out a gorgeous autumn foliage, which keeps New England hotels open until late October and sometimes into November. Even then the closing for vacation purposes is very brief. With the holiday season and the certainty of snow-covered hillsides and icy-surfaced ponds, more than a hundred New England resort hotels reopen for eight or ten or twelve weeks of winter sports.

The mountains, seashore, valleys and woodlands of New England cannot be equaled for variety or scenic beauty anywhere in the world. This includes the Green Mountains, the Berkshires, the White Mountain ranges, the Litchfield Hills and the Monadnock region—which command the respect of mountain admirers. The highest elevation of land in New England is Mt. Washington, 6283 feet above sea level. There are lakes which, barring the Great Lakes of North America, are comparable in size to any in the country, and innumerable smaller lakes unsurpassed for picturesque beauty. There are large areas of woodland which cover almost one-fourth of the entire area of New England.

Five of the six New England States border the Atlantic Ocean. The coast line of these states, if measured in a straight line, is scarcely 700 miles long, but if measured along its indentations runs into the thousands. These indentations furnish many excellent harbors. Half of the New England coast line is "a stern and rock-bound shore," while the other half offers stretches of sand beaches unsurpassed anywhere in the world. The rivers of New England are

short and swift, due to the nearness of the mountains to the sea, and offer an abundance of water power. The Merrimac River alone furnishes water power for more mills than does any other single river in the world.

There are rural communities in New England given over to the growing of apples, onions, potatoes and garden truck, and to dairying, which supports a large portion of the population. The maple sugar of New England is known all over the world. At the same time, in the comparatively small area of New England, there is one city, the metropolitan district of Boston, which is fourth largest in the United States, and ten other notable cities and fifteen important cities.

New England is so small in area and her transportation systems so perfectly attuned to vacation conditions that one may readily get from any part to any other part in a few hours. From Hartford or New Haven, or Springfield, one can readily drive down to Long Island Sound and back or traverse the Mohawk Trail in a single day. A night's steamer trip out of New York lands one at Fall River or Boston for breakfast.

A day's sail out of Boston and return for evening dinner enables one to wander about old Provincetown or visit the notable historic scenes of Plymouth, and much less than a day is required to visit by sight-seeing auto or bus, or water, or rail, the notable resorts along the North Shore—Nahant, Beverly, Gloucester, Manchester-by-the-Sea, Magnolia, Annisquam, or even as far as Ipswich, Newburyport and Portsmouth.

In some eight or ten hours one may make a loop around the Presidential Range, close enough to some of the peaks, Washington, Adams or Madison, to establish speaking acquaintance, say from North Conway, up through Crawford Notch, through Bretton Woods and Bethlehem, down through Franconia Notch, beside Profile Lake, to the Weirs and Laconia, skirting either shore of Lake Winnepesaukee and back to North Conway, missing only the luncheon meal.

Or one might get only as far, for instance, as Franconia and take innumerable trips in the immediate neighborhood afoot to the Flume; by patient donkey to a placid lake, far up above the clouds on the ledge of Mt. Cannon, in view of the "Old Man of the Mountains"; by car to Lost River and its many fantastic caverns and strange wonders, or to the logging region and great paper mills of Lincoln.

New England Bank Business Advanced Far in 70 Years

COMMERCIAL growth generally is measured by the use of money or credit. With that as an index, the increase of business in New England can be clearly visualized by contrasting the size of the bank clearings in the first year of the establishment of the Boston Clearing House Association in 1856 when the total was \$1,057,000,000 with the total of \$19,310,000,000 in 1924.

Equally as graphic a contrast is afforded by noting the size of the first bank established in Boston in 1784 with a capital of \$253,000 and comparing it with the tremendous aggregations of capital that give banking service today. Current capitalizations range up to \$15,000,000, with deposits in one bank approximating \$300,000,000. The capitalization of 419 banks in this section reporting to the Boston Reserve Bank totals \$338,921,000 and these represent only about one-fifth of the banks in the six New England States.

A banker in 1784 was a most exclusive individual, as is evidenced by the placing of a price on the shares of that first bank at \$500, so as to sustain the aristocratic pretensions of the founders and keep the stock out of the hands of the common people. Today banks are scattered thick over the landscape, and a banker is a most sociable and

(Continued on Page 25, Column 1)

*New England's Quaker Poet Born in Little Frame
House Looking Over Rolling Fields and the Wan-
dering Silver Thread of Fernside Brook*

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Peculiarly and Essentially of New England

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Thoroughly delightful for the summer home and equally interesting for bedroom use all year round. Woven in color combinations of old fashioned charm.

24x36 4.25, 27x54 6.75, 30x60 8.75, and large sizes

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Is sold exclusively at The Shepard Stores

And because these hose are made especially for us we can guarantee their excellence and value. Full fashioned throughout and clearly woven of fine quality silk with lisle feet and tops for wear.

Service weight
Plain or clocked chiffon 1.95
Misses' Hose a pair

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For the woman who wants conservative, practical underthings, these are specially designed. Heavy white cotton, very nicely and strongly made and trimmed with dainty Hamburg and tucks.

Gowns 1.50 to 2.95
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Combinations 1.95
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UNDERMUSLIN STORE—THIRD FLOOR


Farm and Garden Smocks



Designed by the women of the national Farm and Garden Association—these smocks are practical, serviceable and attractive. Made of everfast wash fabric in gay shades of lavender, rose, gold, tan, green, copen, brown and grey. 36 to 44.

3.65
BLOUSE STORE—FIRST FLOOR


Candlewick Bedspreads



Embroidered unbleached cotton. Ideal for the Colonial type of bed and a note of gay tasteful interest in any bedroom. Four designs in either double or single sizes. Your choice of blue, rose, lavender, gold or ecru.

Double Bed Size 5.50
Single Bed Size 5.00
FOURTH FLOOR—TREMONT STREET

New England Scenes



By David Davidson

Pictures that truly depict the beauties of rural New England, and are a distinct addition to any decorative scheme. Peaceful country lanes, flowering orchards, quaint houses—hand colored and nicely framed.

95c to 28.00

PICTURE STORE—FIFTH FLOOR

Pine Tree Soap



Essentially of New England is this pleasantly aromatic soap of Billy B. Van's. It lathers luxuriantly in either soft or hard water and is extremely pleasing to the skin. Introduced by The Shepard Stores in Boston.

15c a cake

TOILET GOODS STORE—FIRST FLOOR

Gloucester Hammocks



Make your porch an outdoor living room this summer—you will get hours of real enjoyment out of a hammock like this. Of heavy waterproof duck in gay stripes with matching awning, spring construction and adjustable cushioned back.

45.75

Other hammocks, 15.00, 25.00 and 30.00
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BOSTON

The Shepard Stores

BOSTON

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THE business of Chandler & Co. has been in existence for more than one hundred years, and with the experience of more than a century in merchandising to guide them, Chandler & Co. have come to a realizing sense of the underlying principles which they believe are the foundation of a well-conducted business.

In looking over one of their old ledgers, dating back to 1828, they find enrolled therein as charge customers some of the most prominent Boston names of that time, and from these entries is clearly shown the strong feeling of confidence that existed between the firm and its customers in those days, and this feeling of confidence has continued to exist through a full century of business experience.

A practically unlimited amount of confidence in its customers by the firm, together with unvarying fairness in its treatment of customers, and perfect loyalty to customers in supplying their needs, have been cardinal principles of this firm throughout all these years, and the result is that the two hundred or three hundred personal charge accounts shown on this old ledger have increased to the enormous number of more than seventy thousand charge accounts at the present time.

The growth of Chandler & Co.'s list of charge accounts is a record of daily, weekly and monthly progress, and so well managed, so well conducted and of so much convenience to their customers, are these charge accounts, that not only are Chandler & Co. proud of this testimony to their uprightness as merchants, but they fully believe that their customers appreciate having these charge accounts with them.

One hundred years of merchandising have shown Chandler & Co. that the nearer they can come to conducting their business to meet the views of their customers and to consider their interests and convenience in all they do, the greater the degree of satisfaction and success.

Chandler & Co.

PENN, The Florist

A Notable Boston Institution

Do you know—
—that PENN, the Florist, has sold 247,000 violets in one day?

—that PENN of Boston is one of America's best known florists?

—that PENN and FLOWERS are fast becoming synonymous throughout the nation?

—that "Say it with Flowers" has become a household word?

—that PENN presents at all times all that is best in the world of beautiful flowers?

—that all this glorious beauty is yours to see and enjoy at any and all times?

Remember Anniversaries



with Flowers!

Telegraph flowers anywhere

Say it with Flowers

—that at PENN'S the rare beauty and sentiment of a remembrance is not a matter of price alone?

—that the smallest bouquet, flowering plant or single blossom—must be PENN quality?

—that flowers may be telephoned, telegraphed or mailed to distant friends and loved ones as readily as to your own home?

—that all these decided conveniences are a constituent part of PENN service?

—that you will be glad to know more about PENN—Boston's favorite Florist?

—Visitors always welcome.

Boston's
Telegraph
Florist
Telephone
Beach 3210

Penn The Florist

Flowers Sent
by Direct
Wire Service
from our store

124 TREMONT STREET—FACING PARK STREET CHURCH—BOSTON

HOUGHTON & DUTTON CO

BOSTON



Mercantile institutions do not prosper and grow to this size without a reason.

The Rule of Right is the only rule we recognize in our relations with those with whom we transact business.

Fifty-Three Years A Reliable New England Institution!

Ever since back in 1872 when Samuel S. Houghton and Benjamin F. Dutton formed a partnership and opened, in the same location where this great store now stands, the first real department store in New England and the second in the United States, it has been the intention of this firm to render satisfaction to every customer who enters its doors. If any person has not received it, it has been either because they have not given us the opportunity to correct a mistake or have kept the grievance to themselves.

Our advertising is as straightforward and honest as we can make it. Every possible precaution is taken to make every statement which we print a true statement. Occasionally an error creeps in—never intentionally—but because merchandise has been misrepresented to us by a manufacturer or some member of our organization has made a mistake. When such occasions arise, we stand ready to make a correction—always.

This business is still in the family of its founders. The same high standards of practice which have made it one of the leading department stores of the country are the guiding standards here today.

Massachusetts Progresses in Welfare of Its Workers

Progressive Manufacturers and Industrial Leaders Recognizing Inseparability of Success in Business and Contented Employees

Notable progress is being made in the social welfare phase of Massachusetts' industrial life, so evident, in fact, that a visit to almost any of the industrial centers of the State reveals organized effort on the part of factory owners to improve working conditions of their operatives.

During the past 15 years the relationship between sociology and industry has become a close one, and today all progressive industrial leaders recognize the inseparability of success in business and happy and contented employees.

There are many illustrations of this. They have to do largely with physical working conditions, aside from wages, since wages, while they have a close relation to the contentment of workers, are the more direct reaction of an economic formula.

Have Given Heed

Many big manufacturing establishments have given especial heed to this consideration. For the old mills, such as are found in the textile centers, the problem of plant and housing improvements has been a more difficult one, for these manufacturing plants were built in a day when less attention was given to air and sunshine within, and landscape beauty and recreational facilities without.

Plants that are built today are practically made of glass so that practically all of the workers are able to enjoy the fullest light of day as they work. Even those working at night do so in a flood of electric illumination that simulates daylight. Take, for example, the plant of the United Shoe Machinery Company at Beverly or the new Naumkeag mills at Salem. The former, while built a number of years ago, stands well to the fore as a modern workshop.

In the old days very little consideration was given by large employers of labor to the social environment of their workers. Generally speaking, they did the best they could to make it comfortable for those in the mills and factories, but even this was regarded as more of a beneficence than a social responsibility. The idea that efficiency in production bore an exact relation to the nature of the workers' outside environment, was doubtless developed to some extent by a few broad-viewed men, but on no such scale as it is developed today.

Social organizations, golf and athletic clubs, sports, and athletic fields within the factory property—witness the Sam-Sam at Beverly—have become a vital part of large industrial organizations. Welfare work of every description, in behalf of employees is being pursued, not necessarily at the instance of employers alone, but by both co-operatively.

Problem of Housing

The problem of housing has become a conspicuous perplexity for many of these concerns. It is always desirable, and often imperative, that workers should reside in close proximity to their tasks. Years ago this was accomplished by means of what was known as the "corporation plan," that is, mills workers lived as a colony virtually fringing the mill yards, in houses owned by the company and rented to them at a nominal sum.

There were no lawns, no gardens here; no golf links within a stone's throw; no tennis courts; no highly organized fetes sponsored by employers. Nor did the workers expect it. Theirs, too, was a different philosophy, hardly understandable today by a social order which has made the automobile something approximating a necessity of life and which thinks of work and play not as entities but as co-ordinates of the whole.

Model Village Idea

Thus came about the model village idea. It gained headway slowly but today many sociologists and industrial leaders are convinced that the crowding of industries into the cities and the big centers of population must be halted and a trend toward decentralization set in motion.

One of the more notable of the experiments along these lines is to be found in the establishment at Andover of the model village of Shawshoeen by the American Woolen Company.

This plan differs a bit from those followed in Europe and other parts of the United States. In most cases the purpose has been merely to provide better homes and living conditions for workers. But William M. Wood, president of the American Woolen Company, from whose broad administrative and executive genius Shawshoeen Village resulted, had something a little different in view. What he contemplated and succeeded in accomplishing was the transfer from Boston to a complete ready-to-live-in village of his entire executive force of men and women who are responsible for the routine work of this great organization with its 60 separate units. The Shawshoeen, they were accustomed to the average standards of suburban life.

The company, since its incorporation in 1899, had maintained its executive offices in the heart of Boston, but the war shortage of homes and housing perplexities in general influenced Mr. Wood's decision to pick up his whole establishment and set it down somewhere out in the open spaces.

Frye Village Transformed

What used to be known as Frye Village—a few scattered houses grouped about an old brush mill between Lawrence and Andover on the Shawshoeen River, was the site chosen for this model community. About 600 acres of land, including the houses which formed the hamlet, were bought. The Shawshoeen mill was built and equipped with machinery of the most approved type. It then became necessary not only to have model homes for the executive force but for the mill workers as well.

The finest of engineers and architects were employed in this undertaking, the keynote of Mr. Wood's program being that the community was not to be a corporation town but a beautiful village which should be attractive alike to its dwellers and to visitors. More than 200

tion of Wool Manufacturers, well summed up the meaning of the hopes for this model village in the following words:

The site chosen for this business development is in the town of Andover, rich in historic association, near the Lawrence line where settlement was begun in 1641-42 and which was incorporated in 1646. The name given to the village is that of the little river which finds its way into the Merrimack and mingles in the language of the Indians, Great Spring.

Here it is hoped that the office force, removed from the city with its distractions, artificiality and extravagance, will become attached to the country and learn its simplicity, its outdoor life freed from wholeness, neighborliness. Not only will the force be benefited by this move, but the company will profit in a financial way by the saving made in doing away with high city rentals, taxes and commuting, more than a year's

These homes are owned by a subsidiary of the American Woolen Company, and are rented to the employees at a rate which covers investment and upkeep, the rental depending upon the size, which varies from six to ten rooms in a dwelling. No attempt has been made to obtain a profit on the houses. Tenancy is not entirely restricted to company workers, but about 95 per cent of the houses are occupied by them. The houses are well appointed between brick and frame, and are surrounded by lawns and trees, Colonial architecture prevailing.

In a cluster, about beautiful old elms which overhang the road, has been shaped the community center, consisting of a community spa, stores, tennis courts, and Shawshoeen Manor, the village hostelry, which was once a Colonial mansion.

Near the mill on the Boston & Maine railroad, is an attractive station at which operators who live in Lawrence, but work in the mill, alight after a three-minute ride. Electric light is furnished by the company's power plant, and waste steam from the mill is used to heat the public buildings. The village also has its own laundry, bank, two garages, and a creamery building, which receives its daily supply of milk and cream from farms in Andover, which are stocked with Ayrshire cattle owned by the American Woolen Company.

Athletic Field Provided

Adequate provision has been made for outdoor games and sports, there being an athletic field for football, baseball, soccer and track meets.

There are two buildings at Shawshoeen Village that deserve special mention. One is the Office Building, a beautiful structure of red brick and Indiana limestone, the principal facade of which faces the Shawshoeen River, and a low, one-story structure of white stone, which is used both for a polling place and a boys' club. This little building is a replica of the stone cabin in which Washington made his headquarters at Valley Forge. Ample church and school facilities are provided, and the John Bruce McPherson, writing in the Bulletin of the National Association

time thus being saved each week by the office force alone. It is also hoped that one of the drawbacks associated with modern large scale industries—lack of acquaintance of executives with the employees—may be removed and a better knowledge and better knowledge of each other's motives stimulated.

This is all apart from the incalculable advantage of having both the executive offices and their working force close to the mills in the company's chief manufacturing center, where they can learn to know their products, imbibe enthusiasm for the organization and live contentedly in comfortable dwellings among neighbors and friends.

Another bit of legislation affecting the commercial interests is the provision for the legal use of what is known as the semitrailer, a two-wheel vehicle attached to tractors for the purpose of hauling bigger loads with the same motive power. Heretofore there has been no legal provision for them, although there have been about 600 in operation in the State. The technical provision is now based on six wheels, three axles, and loads not exceeding 20 tons.

The foregoing changes have to do with the commercial vehicle, but some important changes have been made in the law affecting the private owners and operators of cars. For example, there was passed a law making it mandatory that every motor-vehicle user carry liability insurance. No radical changes have been made in the taxation on this type of cars, the so-called excise tax having been rejected in the Legislature and the gasoline tax defeated in a referendum last fall.

Motorbus Issue

The Legislature passed one law to which the commercial vehicle interests object. This was a bill drawn up by the steam railroad interests which has placed the motorbuses under the control of the state public utilities commission. In addition the law provides that only those who received, prior to Jan. 1, 1925, licenses from towns and cities through which they operated should now receive certificates of necessity and convenience. The bus interests hold this to be unjust legislation and are taking out referendum papers whereby they will seek to nullify this restriction through direct appeal to the people who have manifested a strong liking for the motorbus form of travel.

The drunken driver bill, which compels judges to give jail sentences in all second offenses by persons convicted of operating an automobile while under the influence of liquor, was passed. This is one of the measures urged by Frank A. Goodwin, registrar of motor vehicles, who is making a determined effort to bring about, not only more efficient enforcement of the law but a greater sense of responsibility on the part of motorists.

Most of the measures put through the Legislature this year were introduced by Day Baker of Boston, who is legislative agent of the motor vehicle conference committee of the United States, on which is represented the foremost automobile organizations of the country.

That the number of motor vehicles in Massachusetts will be much greater next year is the general forecast. Mr. Baker estimates that the curve will continue upward at the rate of about 15 to 18 per cent in the next three years. He thinks the saturation point is still remote.

Commercial Vehicles

A conspicuous wrinkle in the taxation fabric has been ironed out by a revision in the method of taxing motor vehicles. It has long been the complaint of the driver of so-called pleasure cars that the heavy motor truck has not paid a just proportion for road maintenance. A law was enacted this year which practically doubles the present rate, and it is significant that there was no objection on the part of the commercial vehicle interests to this.

Taxicab fees have been increased

PROTECTION OF PUBLIC SOUGHT

Boston Better Business Commission Explains Fraudulent Stock Schemes

To guard against the notation of fake stocks in New England the Boston Better Business Commission has just issued a statement explaining the methods used in the furtherance of sharp schemes and emphasizing the necessity that every investor investigate either through a bank, its own information bureau, or from any other competent source all proposals

every facility for an up-to-the-minute service to the traveling public. The staff is one specially trained in the business of tour details, of excursion arrangements, special train and special car service, and as a sort of advance guide to vacation and tourist objectives.

The policy of the Boston & Maine in establishing the travel bureau was explained by F. T. Grant, passenger traffic manager, as an effort to have a place easy of access to its patrons where the railroad may increase travel by train and render a more practical service to those who ride. He said:

"The Boston & Maine railroad believes it can attract travel, and make travel more attractive, through a staff trained in formulating travel plans. These functions will be performed for patrons calling in person, and will be available also to

prospective travelers from distant points, who will be advised by mail. New England, as a playground and travel field, will be described to everyone, and the Boston & Maine will be described as a transportation agency, tapping this field in conjunction with other New England railroads in its most attractive parts.

FARM BUREAU IS ACTIVE

WORCESTER, Mass., May 12.—The Farm Bureau division of the Worcester County Extension Service is making plans for furthering activities and improving the service. Reforestation will be given special attention under the direction of W. S. McNutt, the new chairman of the reforestation committee.

Different From Merchandise

"The problem in the financial field is quite different from that of merchandise," the Better Business Commission's statement says. "Comparatively little questionable financial publicity appears in the newspapers of Boston and New England. The great mass of doubtful advertising on financial matters comes through the mails. The problem becomes the more complex when we consider that our amended Blue Sky legislation in Massachusetts is not framed to cope with the printed fly-by-night stock salesmen who invade our homes in the guise of a neighborhood mailed pamphlet."

Outlining further aspects of the financial investment problem as it affects especially this section of the country, the commission adds:

"Reduced to lowest terms, the question of investment and speculation is a personal issue with the individual who owns money or negotiable securities. If he has some money and no surplus, he should never speculate. No man will knowingly throw his money into a project which he knows to be a fraud. It is not only the function of the Boston Better Business Commission to disclose and broadcast the facts about financial frauds; it is its duty and its privilege so to serve the public."

Distribute Information

To label a promotion as an investment, a speculation or a fraud on the basis of facts developed in our investigation is all a part of our scheme of operation. We believe ourselves qualified through experience to compile and distribute information. Where expert opinion is necessary, we are in a position to get it.

In the compact phrase "Before You Invest—Investigate" is condensed the whole scheme of our operation. The Boston Better Business Commission, to render the good for which it is equipped, has in its operating plan two essential features. First comes publicity, concerning past and current promotions, all built around the "Investigate First" thought. Second, is the free source of reliable information. We are organized for both these things.

TRAVEL BUREAU SERVING PUBLIC

Boston & Maine Institution Widely Patronized

In reaching out for new business and for a new means of serving the public, the Boston & Maine Railroad has opened up through its new travel bureau at the North Station a convenience that has been widely patronized since it was established recently.

With its object primarily to assist in the formulation of plans for travel by train, the staff of the travel bureau has found that it was functioning also as a general information service as to the attractions of New England as a summer resort, as to better hotels, dates for steamer sailings, and places of interest, historic or otherwise in New England and Boston.

Vacations have been planned for some, and by developing the connected story of timetables, routes, fares and knowledge of local conditions at various places, the bureau has further proved its usefulness. Indications of a busy season in the organized camps of northern New England have come in the form of inquiries from Maine, New Hampshire and Vermont as to train schedules, special parlor car service, etc., that are ordinarily instituted at this time because of the developing movement toward the vacation centers.

The travel bureau, which is located in the old Boston & Lowell station, has been equipped with ev-

RETURNED GOODS RETAIL PROBLEM

New England Buying Public Would Save Thousands by Diminishing Practice

Thousands of dollars can be saved yearly by the retail stores and the buying public of New England if greater attention would be given by both purchasers and salesmen toward eliminating the necessity of returned goods, a problem which is today one of the pressing issues before the retail trade industry of this section.

Indicative of conditions which pre-

BOSTON & MAINE SEEKS BUSINESS

Campaign to Increase Movement of Foreign Traffic Well Under Way

Some departure from the old public utilities policy of concentrating on rate increases and economies when profits were not what they should be is noted in the effort being made by the Boston & Maine railroad to obtain new business.

The drive is predicated on the merchant precept that when revenue is needed it must be obtained either by charging more for the goods sold or selling more goods, assuming, of course, all necessary economies are being practiced in the conduct of the business. It is the same with railroads, which are selling service. Yet in the past the tendency to remain static in the matter of going after business, and to operate within the limits of rates on the one hand and retrenchments on the other, has been often followed.

As an illustration of the business-getting policy is the campaign of the Boston & Maine Railroad to increase the movement of foreign traffic through the Port of Boston. The business of building up Boston's water front activities, stimulated by the encouragement contained in recent recommendations of the Interstate Commerce Commission, has been undertaken under the direction of C. W. Boynton, as foreign freight agent, the original plans having been formulated by Gerrit Fort, vice-president of the road.

The outstanding single objective of this plan is to increase the stream of grain from lake ports and the northwest to Boston, by rail, and thence through the great grain elevators which the Boston & Maine Railroad maintains at Hoosac Tunnel docks and Mystic Wharf for transshipment to ocean-going vessels.

The Interstate Commerce Commission in its recent decision in the part differential case made two recommendations upon which this campaign is based. They were:

First: The desirability of equalizing the export rates on grain moving eastward from the Lake Erie ports, which include Buffalo, to Boston, New York, Philadelphia and Baltimore. At present there is a differential against Boston.

Second: The removal of the differential against Boston on grain originating in the northwest. The trunk lines and western carriers are now considering these recommendations, and there is every indication that material benefit to export and import traffic through Boston will develop from their adoption by the carriers.

The Boston & Maine takes it for granted that Boston will obtain the changes on which the commission has placed its approval and, without waiting for the restrictions to be removed, is preparing for the new business that the changes will make certain.

MASSACHUSETTS, WITH 624,000 MOTOR VEHICLES, FACES ISSUES

Tremendous Growth of Industry in State Has Brought Many Problems Which Are Gradually Being Solved by Authorities

Development of the motor vehicle industry in Massachusetts, not alone in the commercial sense but as a tremendous factor in social evolution, nowhere engages the attention more insistently than in Massachusetts which has 624,000 cars and trucks to 1490 miles of approved state highways.

With this tremendous growth, affecting as it does, almost every conceivable human activity, have naturally come problems—problems of parking, problems of building and maintaining highways, of taxation, of highway protection, law enforcement and even the morals of the individual.

Strive for Solution

Thus it has been necessary, in Massachusetts as elsewhere, to strive for the solutions of these problems as they have arisen. Little need be said of the automobile industry as such. It is, of course, a huge enterprise, doing millions of dollars worth of business in the State every year and contributing heavily to Government revenue. Even its tremendous recreational value may be taken for granted. The automobile today is regarded by most people as more of a necessity than a luxury. The more specific development, however, is to be found in legislation which shows how the State has sought to make this vast human activity function smoothly.

Ninety-two bills affecting the automobile manufacturer, dealer and user were introduced in the Massachusetts Legislature during the last session. Many of them would have proved an annoyance to motorists and of little value, it was believed, and as a result 68 petitions were given leave to withdraw their measures, number of which were referred to the next Legislature.

Much constructive legislation, however, was enacted into law. Outstanding among the bills passed were those dealing with taxation, fees, highway safety, and road maintenance.

Better highways and their more efficient upkeep will result, it is anticipated, from the passage of a bill that places at the disposal of the state public works department all fines, registration charges, and other fees instead of permitting the driver of so-called pleasure cars that the heavy motor truck has not paid a just proportion for road maintenance. A law was enacted this year which practically doubles the present rate, and it is significant that there was no objection on the part of the commercial vehicle interests to this.

Commercial Vehicles

A conspicuous wrinkle in the taxation fabric has been ironed out by a revision in the method of taxing motor vehicles. It has long been the complaint of the driver of so-called pleasure cars that the heavy motor truck has not paid a just proportion for road maintenance. A law was enacted this year which practically doubles the present rate, and it is significant that there was no objection on the part of the commercial vehicle interests to this.

Taxicab fees have been increased

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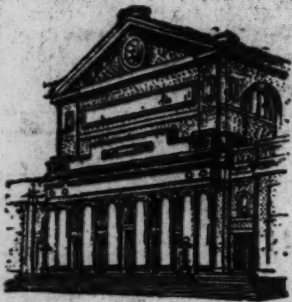
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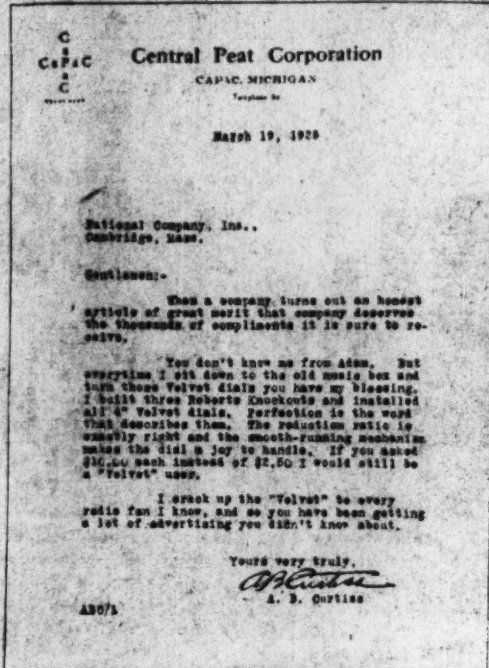
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Rug and Carpet
CLEANSERS for 69 Years

Years of experience and responsibility mean
much in safe handling of floor coverings.
One of the largest and best equipped plants
in New England.

We Cleanse All Household Effects

Our Watch Words Are—"Courtesy and Service."

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Roxbury, Mass.

YOUR RUGS ARE SAFE WITH US. NEW COLD
STORAGE DEPT. NEW SPRINKLER SYSTEM.
WATCHMEN AT ALL HOURS.

"A Lot Means a Home
A Home Means a Lot"

Buy land in suburban Boston for a home or investment.
We plan to keep 2500 lots available to choose from. Our
selling plan enables you to buy a lot out of your income.

BONELLI-ADAMS CO.

110 State Street

Boston

Realtors

Electrical Devices Speeding Product of New England Mills

Great Cranes and Tractors Are Now Taking Place of
Scores of Men at Docks, Factories, and on the
Highways in the Moving of Freight

Where, not so many years ago, scores of men at the docks, at the railway terminals, and at the factories throughout New England loaded and unloaded mountains of freight piece by piece, hour by hour, today the giant traveling crane may dive its "hand" into the hold of a ship and with a single grab pluck out a ton or more of coal, or with equal dexterity pick up an engine and drop it gently on a flat-car. And where a long line of men would be seen slowly pushing handtrucks, today a single man operates an electric tractor, hauling a dozen trailers with perhaps 20 tons for a gross load.

Just as the relics, the implements of man, unearthed from buried cities, disclose to modern students the customs, habits and status of living of historic peoples, so do the marvelous facilities of 1925 tell the story of twentieth century commercial evolution. It is this improved mechanical equipment to make possible a more rapid and systematic handling of freight which is aiding New England to regain its position as a leading shipping section.

Expansion Expected
With the elimination of the water rate differentials and with the likely readjustment of the railroad rates for through freight to shipping points, further movement toward the expansion of Boston and New England shipping industry is expected to be forthcoming.

The moving of freight by the help of traveling cranes, which have supplanted the slow and tedious process of carrying all materials piece by piece, and by means of narrow-tracked, man-propelled trucks which still further facilitated the work, and finally by trackless motor trains, which as one of the more recent developments have harnessed electric power to the task, has been an outstanding factor in the upbuilding of the shipping business in New England in general and particularly in Boston.

Addition of the trackless train to the ever-increasing conveniences of mechanical construction is now viewed as an important step in solving the problem of relieving congestion in freight houses and on piers as well as handling freight quickly in all terminals and warehouses. This question is likewise of importance to the shipper because of freight which can be handled more quickly enabling him to use his teams and motor trucks back up to a terminal receiving door and deposit the freight on the floor.

In commenting upon the marked progress which had been made in this field, Conrad Hibelber, who has made an extensive study of mechanical development as a representative of the Mercury Manufacturing Company of Chicago, pointed out today that the old method of receiving and disposing of freight was to have a team or motor truck back up to a terminal receiving door and deposit the freight on the floor.

New Methods Explained
"This freight was then checked in and trucked by means of a two-wheel hand truck to the freight car or to the ship for which it was destined," he explained. "It is easy to see how with this arrangement, especially during the rush hours of the day, package freight would frequently be dumped into doors by truck drivers faster than it was possible to dispose of it by the freight handlers, regardless of the number of men employed as truckers, and it is very evident that many pieces of freight had to be handled several times, thereby causing a certain amount of delay and congestion, broken, lost and misdirected packages."

"Today, after the introduction of the tractor-trailer method, this freight is received and classified directly onto the trailers, and these trailers are then pushed away from the door until the tractor picks them up, either one load at a time or frequently as many as half a dozen trailers in a train, and takes them to their respective destinations. It is readily seen how freight received on trailers is always in a position where it can be moved anywhere without rehandling, and even during the busiest hours of the day there is no congestion at the receiving points. Freight can be received and disposed of almost as quickly as it can be checked in."

The method of handling freight has been adopted by numerous railroads for the handling of freight at their car-loading terminals, and by steamship companies for the loading of boats. It is possible, it was pointed out, for a single such tractor to pull fully a dozen trailers at a time with a gross load of as much as 20 tons.

Reduction of the cost of the handling of the freight is another factor involved in the use of the modern freight-moving systems. It is not an uncommon occurrence in the old hand trucking days to find freight terminals at the close of the day with a great many packages laid to one side because of the rush, and later demanding resorting and rehandling. Elimination of this waste has been substantially effected through the more modern mechanical appliances.

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SHIPS ERECTED IN NEWBURYPORT

Bay State City Noted in Its
Early Days for the Craft
It Had in Its Stocks

Newburyport, anciently the port of Newbury, in Essex County, has accumulated through 294 years since its settlement, a flavor as inconspicuously and unobtrusively New England as the chaste doorways in colonial houses on its beautiful High Street, as the silvered wharves from which great ships have set forth over the seas on romantic errands, as the thrift and dignity of its great townships, who have so liberally appeared in the pages of New England history.

Newburyport is on the southwest bank of the Merrimack River. Three miles away the river touches the ocean. The city stands on ground that rises gradually, gracefully from the blue water. Standing high in the city at night it is possible to look away, past the suffused orange of the city's own light through the velvet dark of the sparkling Isle of Shoals, to Rockport on Cape Ann, with the glimmering beacons of islands and lighthouses between. Little is left of Newburyport's woodland of olden days where once there was a heavy growth of oak. There is, curiously, serpentine in the town, which stone people traditionally believe is to be found only at Land's End in England; that dark, black stone, with its green interlacings, fascinating and beautiful.

Newburyport early became the glory of Essex in trade and business. It became a city in 1854, seven years before the Civil War. In the old days shipbuilding was its great industry. As early as 1680 ships were built there before he built them in East Boston and he returned there much later to rest from his labors. During periods of conspicuous prosperity as

THE CORSET SHOP

AGNES C. ESTABROOK
All Models Carefully Fitted
Orders Taken for Custom Made
55 Pleasant Street, Newburyport, Mass.
UP ONE FLIGHT

Quality and Comfort Leaders
The La France Shoe for Ladies
Oxfords \$6.50 Boots \$7.50
Edmunds Footfitter for Men
Oxfords \$6.50 Boots \$6.50

W. W. COFFIN
27 Inn Street, Newburyport, Mass.

Always Insist on
KIMBALL'S

RED CAP AMMONIA

FROM YOUR GROCER
IT'S BETTER—IT'S STRONGER

EARNING the confidence of our community by selling the ladies of Newburyport and vicinity the very best quality pure silk full-fashion 12-strand Hosiery on the market at \$1.95 a pair.

THE QUALITY SHOP
OSGOOD & GOODWIN
51 STATE ST., NEWBURYPORT, MASS.

SEND FOR CIRCULAR
8 Stacey Court, Marblehead, Mass.

WE WILL wire your home on the Deferred Payment Plan. \$10 down, 18 months to pay. Electrify your home now. NEWBURYPORT GAS & ELECTRIC COMPANY, Newburyport, Mass.

WINTHROP, MASS.
NEAR BOSTON

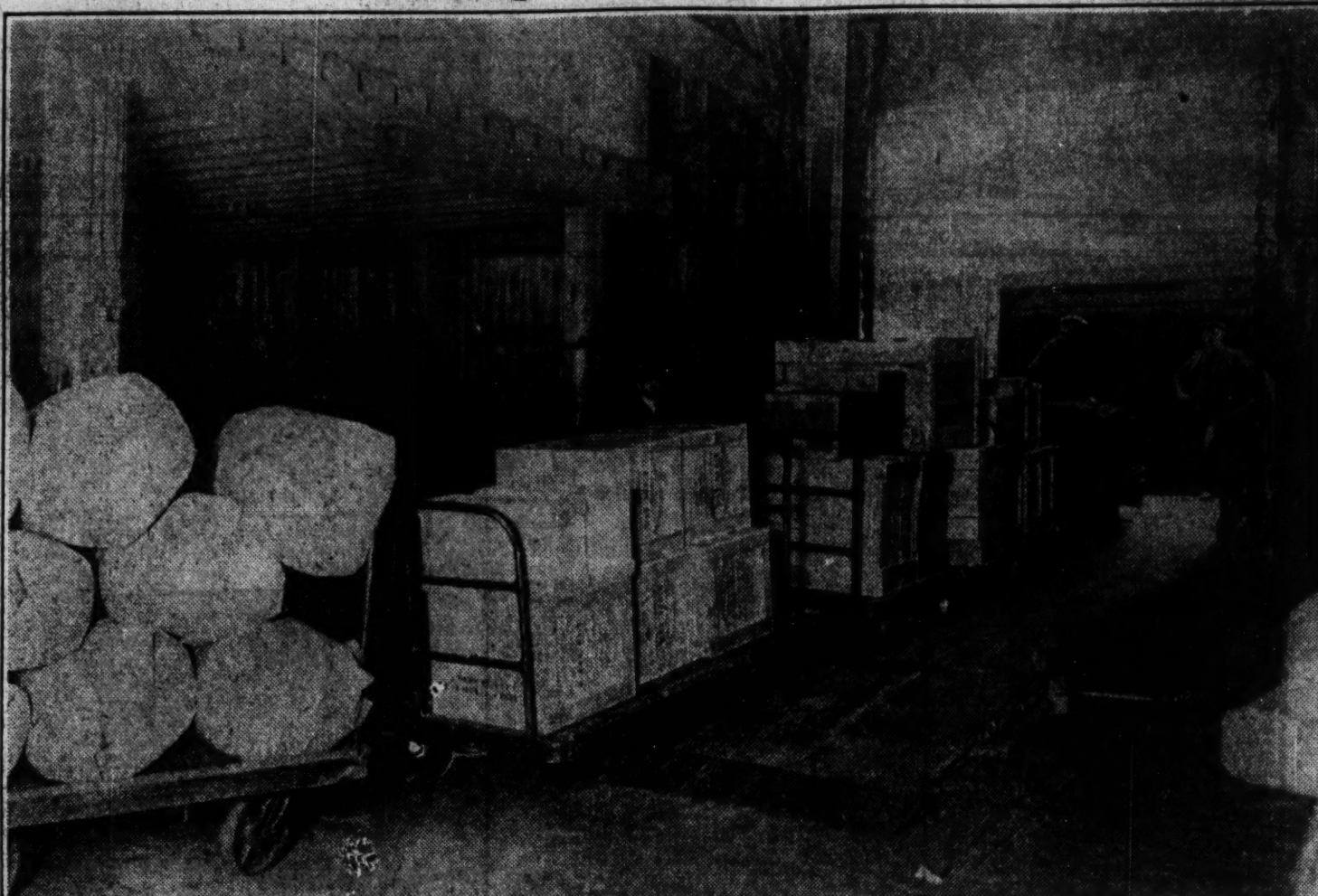
WINTHROP CO-OPERATIVE BANK
WINTHROP TRUST COMPANY
WINTHROP SAVINGS BANK
LIVE IN WINTHROP
BANK IN WINTHROP

Barnegat Sweets
Delicious, Kitchen-Made French Chocolates, 90c lb.; Fudge, 70c; Salt Water Taffy, 40c; Butterscotch, 45c. Ten cents additional for postage.

SEND FOR CIRCULAR
8 Stacey Court, Marblehead, Mass.

WE WILL wire your home on the Deferred Payment Plan. \$10 down, 18 months to pay. Electrify your home now. NEWBURYPORT GAS & ELECTRIC COMPANY, Newburyport, Mass.

How Electricity Is Solving Transportation Problems in New England



A Freight Terminal Showing How Tractor Trailer Works to Save Labor, Time and Cost in Modern Shipping Industry.

many as 90 vessels were on the Newburyport stocks at one time. The most populous parts of Newburyport were annexed to Newburyport in 1851, which, since the year of Paul Revere's Ride, had been marvelously prosperous.

In August, 1775, the first privateer fitted out in the United States sailed from Newburyport. It was owned by Nathaniel Tracy, who for eight years was principal owner of 110 merchantmen having an aggregate tonnage of 15,660 and valued, with their cargoes, at more than \$2,000,000. Only 18 of these merchantmen were left at the close of the Revolution, the rest having been captured or lost. Newburyport disputes amiably with Nantucket for the honor of having sent out the first vessel that ever carried the American flag into the Thames River.

Newburyport has kept with distinction its atmosphere of mellow tradition, of sturdy patriotism, of industry, and the charms and graces of its early days. Having become a thriving and prosperous city, "The Gateway to the Merrimack Valley," with 35 busy factories, with five banks which have assets of \$20,000,000, with splendid schools and churches, public parks and busy commercial enterprises, with a matchless harbor edged by 20 wharves, nevertheless, Newburyport has kept the pronounced savor of clipper ship days, of old glass and mahogany and silver, of early struggles for justice and freedom of thought; has kept happily unblemished its architectural beauties and its air of quaintness and charm.

FOOD SUPPLY FROM OUTSIDE

The division of markets of the Massachusetts Department of Agriculture has made a compilation of the receipts and sources of the Boston food supply, which shows that only a small portion of all the food consumed in this city is raised in New England. Only in the supply of milk, cream, fish, potatoes, maple sugar and syrup and cranberries is Boston reasonably independent of other sections of the country.

BRONZE TABLETS

IRON and BRONZE CASTINGS
ALBERT RUSSELL & SONS
COMPANY
130 Merrimack St., Newburyport, Mass.

THE HOSIERY STORE

H. W. PRAY & CO.
Newburyport, Mass.
HOSIERY AND UNDERWEAR SPECIALISTS
Fry's Special Silk Hose—\$1.15
Phonix and Gotham Silk Hose—\$1.85
Running Bird Silk Hose—\$1.15
Newbury Girl Pure Silk Hose—\$1.00
When you buy here you buy wisely and with satisfaction.
LET US PROVE THE ABOVE STATEMENT

For over fifty years the name

AUSTIN
Has meant first-class confectionery
Lovell & Covel Masterpieces
Sole agent for Whitman Chocolates

33 State Street, Newburyport, Mass.
Telephone 548-W

JUNE BRIDES buy Towels Solid

Silverware made in Newburyport from
The BROWN JEWELRY CO.
Incorporated

3 Pleasant Street, Newburyport, Mass.

CHOICE OF PATTERNS

Mary Chilton
D'Orleans
Virginia Carvel
Virginia Lee
Louis XIV.
Lady Mary
Lady Constance
La Fayette
Send for Catalogue

COTTON MILLS BUILD MARKET

New Bedford Industry Is
Increasing Its Output
Despite Competition

NEW BEDFORD, Mass. (Special Correspondence) — Resourcefulness in adaptation to changing conditions, said to be a characteristic of New England industry, is exemplified by the methods adopted by the New Bedford cotton mills to build up a market for their output and to rise above southern competition and other trade factors.

Ingenious and constructive have been the changes of styling, alterations of goods construction, readjustments in manufacturing methods, recourse to silk and rayon decorative designs and cunning admixture of cotton and silk to gain entirely new fabric effects. The result has been a steadily mounting rate of production.

Normal Capacity

New Bedford has long been known, along with its sister city of Fall River, as the country's chief cotton manufacturing center. The mills of New Bedford and Fall River combined constitute more than a third of the spindleage of all New England, and contain virtually a fifth of all the cotton spindles in the whole United States.

Accustomed to use the finest of long stapled cotton as their raw material, New Bedford manufacturers have found it easy to combine silk and artificial silk or rayon with the cotton to gain new effects, and the

Bring This Advertisement

and 35 cents and receive 85 cents worth of merchandise.
1/4 pt. Sherwin-Williams Enameloid
Real Soft Mix Enamel Brand
1 Full Color Book of Ideas for painted furniture, woodwork and walls.
WILSON'S HARDWARE STORE
22 Pleasant Street, Newburyport, Mass.

CLIPPER SHIPS

Either plain or hand-colored are appropriate for any room in the home, office or camp. They are next best to the originals, which are hard to obtain.
8x10" on 11x14" Mounts
Plain \$1.00 Colored \$3.00
GEO. E. NOYES
75 State Street, Newburyport, Mass.

Ocean Grill

Steaks and Chops
Sea Food a Specialty
JOHN O'DONNELL, Proprietor
Inn and Pleasant Sts. Near Post Office
NEWBURYPORT, MASS.

CHASE & LUNT

21 Pleasant Street, Newburyport, Mass.
Telephone 163

PEABODY'S MUSIC STORE

34 State Street, Newburyport, Mass.

High-Grade Pianos and Player Pianos

Victrolas and Victor Records
E. Z. Terms if Desired

amount of silk and rayon used in New Bedford has grown so rapidly in the past two years that within the past year many New Bedford "cotton" mills have found their weekly and monthly bill for silk and rayon far outstriking the amount they are spending for cotton.

The public demand for goods having a cotton warp and silk or artificial silk weft has been seemingly insatiable and the beautiful decorative effects that have been obtained by weaving stripes or patterns of silk on a ground of fine cotton goods have been responsible for the sale of such goods in large volume.

Silk Mills Established

But beyond this still, and of more recent development, has come the construction of silk mills in New Bedford. There have been predictions freely made that within the next decade, New Bedford will be more than half silk mills. Already there is located here by far the largest spun silk manufacturing plant in the world, the National Spun Silk Company plant. Besides, there are two silk weaving establishments of moderate size, while the construction of two more is being started at once.

An idea of the material progress of New Bedford's cotton mills during the past ten years can be gained from the fact that the total capital stock has

High Street

Service Station
Auto Painting Lee Tires
Cor. High and Ashland Streets
Newburyport, Mass.
LEVI WILLIAMS, Prop. Tel. 301-M

HARRINGTON'S

BOYS' AND MEN'S STORE
Reliable Ready-to-Wear
Clothing, moderately priced.
19 Pleasant St. Opp. Post Office

HARRINGTON'S

WOMEN'S STORE
Ready-to-wear Dresses and Coats
Fine Millinery for Miss or Matron
Moderately Priced
23 Pleasant St. Opp. Post Office

COAL

Anthracite and Bituminous

COKE and WOOD

Better have it put in early

JOHN H. BALCH, Jr.
51 Water St., Newburyport, Mass.
Telephone 101

Bliss & Perry Company

Manufacturers of
Women's Turns Exclusively
Newburyport, Mass.

"One Good Turn Sells Another"

The Bon Marche Co.

Featuring
Imported Japanese Pongee

Genuine Red Label—Government Stamped.
540 to 590 Weight. Width 33 Inch.

Actual \$1.00 Value for
68c a yard

MAIL ORDERS CAREFULLY FILLED

Quality Service Assortments

NEWBURYPORT'S QUALITY DRY GOODS STORE

The Bon Marche Co.
70 State Street
Newburyport, Mass.

HOME BUILDING DRIVE FAVORED

Need of Educational Campaign Told by Real Estate Expert

By W. FRANKLIN BURNHAM
Former President, Massachusetts Real Estate Exchange

Thoughtful consideration must engage the attention of business men and bankers to educate people to own their own homes, and to the benefits that accrue from home ownership. When one travels around our capital city one sees a new house here and there, and an impression is left that there is a large number of new homes being built. On the other hand, one does not perceive the increase in population, or make allowance that there was no new construction during the World War.

An analysis of new home ownership in Massachusetts and particularly metropolitan Boston and a comparison with other sections of the United States shows at once how deceptive the situation is, for taking the statistics of the United States Labor Bureau we find in 258 cities of the United States having a population of 25,000 or over, new buildings provided possible homes in 1921 for 59.7 families to each 10,000 population, while in Boston and the thirteen cities and towns around it home production in this area was only 18.7 for 10,000 population.

Building in 1922

In 1922 new buildings provided for 87.8 families for 10,000 population in 258 cities of the United States, while only 47.6 residences for 10,000 population were erected in this area. In 1923, 269 cities showing 115.3 families provided for each 10,000 population, while in this Boston area 51.9 were provided.

In 1924, while the records are not quite complete, the returns from 225 cities show 115.1 new places were provided for each 10,000 population, while in this area around Boston, with Quincy unreported, these figures show new places to live for 65.3 families for 10,000 population. This shows that this Boston area and likewise

PERCY H. FERNALD

Electrical Contractor
38 Pleasant Street, Newburyport, Mass.

HOUSE WIRING

Appliances sold and repaired

A New Lot of Imported

HATS and MATERIALS

In all the latest styles

N. L. STOCKWELL
15A Main Street
PEABODY, MASS.

Look for Trademark Always the Shield

PEQUOT SHEETS AND PILLOW CASES

Manufactured by
THE NAUMKEAG STEAM COTTON COMPANY
Salem, Mass.

National Butchers Company

One of the Largest Retailers of Meats in America

1426 Massachusetts Avenue (Harvard Square)
CAMBRIDGE

1300 Beacon Street (Coolidge Corner)
BROOKLINE

137 Harvard Avenue
ALLSTON

76 Munroe Street
LYNN

NEWBURYPORT
44 State Street

SALEM
256 Essex Street

BEVERLY
250 Cabot Street

The Great Titus Warehouse

Jefferson Avenue, Salem, Mass.

Yes, Away from the Metropolis,

but established there for a purpose

To Carry the Class of Furniture and Rugs

that the readers of this paper seek—and to so locate ourselves that we could get away from the terrible Overhead that is encumbered upon the Big City establishments, and so far out of the centre of even the small city that we could display and distribute fine goods on a basis that they never were offered the public before. A mile from any city centre—on the line of the automobile trail, where there is plenty of parking space. Come out and see such a display as is unequalled in this country at prices you never saw quoted anywhere before. Free delivery everywhere.

Pitman & Brown Company

MANUFACTURERS OF

Colonial Design

Interiors - Exteriors

Doorways and Windows

SALEM . . . MASSACHUSETTS

Large Collection of Americana at Wayside Inn Is Assuming the Proportions of Historical Museum

Henry Ford Says He Believes It Insufficient to Simply Read of One's Forefathers, That Their Manner of Living and Conditions Should Be Recreated

What is Henry Ford's aim in gradually but unrelentingly collecting a larger number of New England and early American antiques than has ever been owned before by any one man? In buying, for permanent establishment as an educational museum, not only Wayside Inn at South Sudbury, Mass., but in roaming up and down New England, either himself or by proxy, buying, here, an old house or a barn, fashioned of hand-made boards joined with hand wrought nails; there, an ancient sleigh stagecoach or a hansom cab rich in theatrical history; or even an old 90 horsepower Thomas flyer, a yellow automobile reminiscent of the days when automobiles provided dubious excitement along state highways and a graphic clue to the trend of the times.

Mr. Ford has been interviewed, after a fashion, on the subject by many newspapers. For some time he made humorous or ambiguous or paralytic replies to questions concerning his intent. He has largely let his growing collection at Wayside Inn, the exterior changes being made in the property, speak for themselves to those anxious to know what it was all about. The romance of collecting antiques was well established when Mr. Ford began to participate in it. He has imparted the grande manner to collecting Americana. He has collected more than tables and chairs, pewter mugs and basins, clocks and knockers, wooden spoons and mixing bowls. Mr. Ford has caught up whole houses from their foundations and transported them whither he would. He has found grist mills, too, and other objects not commonly picked up and carried casually away, but he has found it meet to order them placed elsewhere, in pursuit of a pattern of thought from which his countrymen are exceedingly likely to profit in the future.

And why has Mr. Ford done all this?

Often Visits the Inn
Mr. Ford is no longer the object of no great a curiosity as flattered the passer-by in the neighborhood of Wayside Inn in late autumn a year ago when at last he agreed that it must be true he had purchased the inn and all that was in it, to say nothing of a good deal more besides. He often visits the inn nowadays for several days at a time. He goes about halting through the acreage, sometimes alone, planning new restorations. He makes an interesting mine host. He often sits calmly on the bench under a great tree to the right of the front doorway, obviously thinking of ox carts and mill wheels, or stone spillways and plows and ways to make the affairs of the inn estate more real to town's world. He often stands across the roadway, near a pile of New England field stones, discussing for hours at a time the farm work with a helper in overalls, watching as he talks or listens the leisurely progress along the highway of his ebony and white oxen that draw a neat gray cart about the farm.

Not long ago Mr. Ford gave to an interviewer perhaps the first comprehensive explanation of his plan with regard to the Americana. Mr. Ford said that he believed it was insufficient for one merely to read about the forefathers. That to live and recreate in his own mind something of their pioneer courage, their indomitable spirit, he must recreate, or have recreated for him, their manner of living, the conditions under which they lived. Mr. Ford said that when he was in school he memorized Longfellow's "Song of Life."

"Life is real, life is earnest. . . . Let us then be up and doing. With a heart for any fate Still achieving, still pursuing Learn to labor and to wait."

And that when he pored over those lines he had no idea that he should ever own the scene where he told the tales from a Wayside Inn. At first, Mr. Ford said, he only meant to buy the inn. Then there was that nice bit up the road. . . . And a piece he really felt he must have down the road. . . . And over across a meadow another. . . . A gracious curve here. . . . An old mill, a bit away, almost hidden in the silver green of tangled vines. . . . Really the idea was not at all full fledged when he purchased the inn. It has grown but it is not complete even yet. Each restored detail has demanded the restoration of some other detail. The making, for instance, of Mr. Edison's room at the inn into a careful replica of a bedroom of Mr. Edison's boyhood time

inspired some similar restoration in the ballroom. The 1710 clock must be restored, too, its old parts duplicated, the discarded parts inclosed in a box to be put carefully away inside the clock case. There was a grist mill with a breast water wheel that was only grinding feed. It could be restored to Revolutionary shape, with an over-shot wheel, to grind wheat, rye and corn. There must, in common sense, be a village blacksmith shop. Who ever heard of an early American community without a village smithy?

Yet Mr. Ford did not at all desire a museum.

Objects Do an Allotted Work

Mr. Ford is accustomed to an atmosphere in which objects do an allotted work. A collection of early American implements and fittings which would not perform the work for which they were originally designed was valueless to his mind or nearly so.

"We have gained and we have lost by the introduction of modern machinery," said Mr. Ford. "Our gains have, perhaps, been greater than our losses. We can keep our gains. We can repair some of our losses by restoring pioneer living conditions. They may help us to find out what we have lost which would be worth getting back." And so, at Wayside Inn, Mr. Ford has labored, with thought and money—and rare perseverance, to reconstruct the simple, American scene. The scene wherein the history of the United States was founded, through which men and women marched, with fortitude and hope, to prosperity and freedom and peace.

Not all the Ford Americana have been gathered at Wayside Inn, by any means. The old Concord stagecoach, placed in service between Middlesex and Walpole, N. H., 75 years ago, has been sent to Dearborn where another collection is being made. The Thomas Flyer, purchased by him from William E. Haskell of Brattleboro, Vt., has also gone to Dearborn. For some years Mr. Ford has been trying to secure the car. Mr. Ford has been reluctant, Mr. Ford can happily always wait, if necessary, for what he desires to own. There is a saying, among people who have dealt in antiques with him, that it may sometimes be a long time but in the end. . . . An impression has gained circulation

Longfellow and Emerson Once Mused Before This Ancient Fireplace



Interior of Wayside Inn at Sudbury, Mass., Recently Purchased by Henry Ford.

that Mr. Ford is ill pleased with American history. The fact is Mr. Ford is not ill pleased with American history but with the negligible manner of its customary diffusion. He sees impoverished imagination shutting his records away between the musty covers of textbooks when such history could be made again to grind corn, to sow wheat, to plant gardens, to spin and sew, to bake and beautify by simple, even picturesque, processes which men and women, early in the history of the United States found adequate. Mr. Ford's growing collection of Americana is his practical contribution to a production of the drama called "Early Days in These United States."

am not at all interested in the problems facing our large department stores or the small specialty shop which concentrates on one type of goods."

Approach the Ideal

The best that we can do, of course, is to approach that ideal. In a world that lives by business, that is a matter of continual study, external watchfulness, and efficient administration. Results will measure the effectiveness of these three factors. Naturally, we cannot check all the merchandise advertising that appears, nor do we attempt to do so. We take a specific field and to make the discussion concrete, I will take women's wear—your dresses, your coats, your furs, your gloves.

For a period of, let us say, four months, we keep a complete file of all the women's wear advertising that appears. At the end of our survey we are able to classify abuses, if any exist, and group them under nine headings. Every advertising transgression must fall into one or more of these nine classifications, and I quote them here from our third annual report (1924):

1. Second: Mis-statements of condition of merchandise, such as offering of "seconds" as perfect goods or without modifying qualification.

2. Statements: Exaggerations and statements like "greatest sale in Boston" that cannot be proved.

3. Materials: Mis-statement of material content of merchandise. Examples are "rayon" advertised as

silk, or "gumwood" as mahogany.

4. Description: Misleading descriptions of merchandise both in copy and illustrations.

5. Trade Names: The public believes certain fabric means to designate textiles of certain fibers unless qualified. "Flannel," as an instance, should mean a woolen material. When all cotton, or a mixture, it should be so advertised.

6. Misuse of registered trade names.

7. Not on Sale: Trickery like "bait" advertising. The primary aim is to get people into the store. Where the merchant is dishonest, it is impossible to get the advertised goods.

8. Sizes and Colors: Failure to mention all essential details. Goods have been offered in very limited size ranges without qualification. Materials have been wrongly offered under the caption of "fast colors" when this is not the case.

9. Comparative prices: Merchandise has been offered as reduced from prices at which it had never actually been sold.

By conference with the merchants concerned, the recommendations are accepted and adherence is secured. Subsequently, we prepare supplementary bulletins covering specific points at issue.

This, in a word, is how we help you get exactly what you see in a reliable store. In case of a dishonest establishment, we are prepared to enlist the aid of the law in enforcing the truth. But the major effort and the major good of the "Truth in Shopping" movement for the public and the "Truth in Advertising" movement for the merchant will always be constructive, and, as in the past, will be carried on primarily on an ethical plane.

Don't you want us to add YOUR NAME TO MY Special Mailing List?

I will keep you informed of the various Sale events and send you samples of The New Fabrics, etc.

Name Street City or Town State

Sign the above and mail to Sincerely Yours, ANNA DALE Your personal friend, THE LESLIE DRY GOODS CO., Haverhill, Mass.

Unusual Industrial Opportunities in Haverhill

Because of the big building program since 1920, Haverhill, Mass., has to offer: 700,000 ft. Floor Space at from 10c to 25c per sq. ft. per year, heat included

FINE LABOR AVAILABLE AT LOW WAGE

GET IN TOUCH WITH Haverhill Chamber of Commerce

The Sheraton 91 Bay State Road

Prestige

comes with time—and time passes quickly. In one short year The Sheraton has acquired an assured position of prestige in Boston.

The Sheraton is simple dignity with quiet luxury without extravagance; appearance without show. Home-keeping without distraction; service without fuss.

A dinner or luncheon engagement will convince you of the opportunity for real living found at The Sheraton. . . . For table reservation or information, telephone Kenmore 2960—Mr. George R. Sanford, Resident Manager.

W. H. BALLARD & CO., INC. BUILDING MANAGERS 45 Milk Street Boston, Mass.

Better Business Commission Places Truth in Foreground

By KENNETH B. BACKMAN
Manager of Boston Better Business Commission, Incorporated

The campaign for better and cleaner advertising has always gone on under the designation "Truth in Advertising." Articles in magazines and newspapers have set forth the details of the "Truth in Advertising" movement. Trade papers, organization publications and factory magazines from time to time explained the aims and achievements of the executive organizations which refer to daily advertising—the 44 Better Business Commissions scattered across the continent.

All this we grant, and we are grateful to the writers who prepared the material and the publication which accepted it. In this brief summary, however, I want to give the same facts a different and possibly more vital interpretation; for there has been a preponderance of data on the significance of our doctrines as they apply to the business man. For this reason, I want to approach the situation from another angle. I will call this same impulse "Truth in Shopping."

Condensed Description

You read advertising. Most of you have no hand in producing it. Advertising, to you, is condensed description. If it describes a piece of furniture that you are seeking, if it impels you to visit the store offering that piece, the function of that advertising

Children's Print Dresses \$2.65

Regularly \$2.95. With this advertisement, buy these dresses at this price. English prints, gingham and chambray. Adorable. Hand smoked. Sizes 2 to 8. Bloomers.

LALE ORDERS FILLED
A. Steiger & Co. HOLYOKE, MASS.

To Lovers of Early New England a Visit to

The Old Burnham House Ipswich, Massachusetts

Built in 1640

is a rare treat. There may be found on sale American antiques, Excellent food with overnight accommodations. Open May 23-October 12.

MARTHA LUCY MURRAY, Owner-Manager

The First Glove Store in Boston. Established 1814

The Old Original Plymouth Buck Glove Store

Still doing business at the same old stand and the same building. This store has always had the reputation of selling STANDARD GOODS

STANDARD MAKES AT RIGHT PRICES

A Complete Stock of these Standard Makes:

Mallory Hats
Fowles Gloves
Hays Gloves
Hansen Gloves
Osborn Gloves
Arrow Collars
Van Heusen Collars
Wearpluss Neckwear
Hickox Belts
Sweet-Orr Work Clothes

Hathaway Shirts
"Munsingwear" Union Suits
Carter's Union Suits
Cooper's Union Suits
Glastenbury Underwear
Winsted Underwear
B. V. D. Underwear
Tripletex Hosiery
Oakes Bros. Sweaters
Tom Wye Sweaters

P. P. Charges Extra
Mail Orders Filled
BOSTON

Pure Home-Made Candies
The Junkins Candy Maker 427 Essex Street, Lawrence, Mass.

The Store With the Checkerboard Front

Wholesale and Retail Newspapers and Magazines

Irving H. Tirrell 286 Broadway Tel. Dial 2623, Methuen, Mass.

SWEETHEART TEA HOUSE SPECIALTIES

Fried Chicken and Waffles—Waffles and Maple Syrup. Pure Maple Syrup Products.

Open all day—May 1st to Nov. 1st ALICE BROWN

SWEETHEARTS Mohawk Trail, Shelburne Falls, Massachusetts

MASSACHUSETTS FORESTRY HOLDS HIGH RANK IN NATION

Tree Growth Policy, Outstanding in Completeness and Part of Broad Movement to Conserve All Natural Resources, Declared Vital to State's Future

As in industry, so in the husbanding of natural resources, Massachusetts takes high rank, and among all the Commonwealth's activities along conservation lines the completeness and progressiveness of her forest policy is notably outstanding. The proper management of forests is of great importance to Massachusetts because the State is a large consumer of forest products, and is potentially a large producer of them.

For this condition officials in the conservation department decline to take credit, saying that it is due to the intelligent and sympathetic interest which the citizens have in their forests. This interest has been stimulated by such organizations as the Massachusetts Forestry Association, the Chamber of Commerce through its forestry committee, and the state Game.

The people of Massachusetts use each year 900,000,000 feet of lumber, nine-tenths of which comes from outside the State and three-fourths of which comes from outside New England. Of the material coming from outside New England, the bulk is made up of southern pine from the Gulf states and Douglas fir from the Pacific coast. Lumber brought thousands of miles, and at which the freight charge alone is more than the entire value of similar native lumber 25 years ago.

The belief that most of the lumber goes into building construction is a popular misconception. Only about 300,000,000 feet is used for construction purposes, while the 600,000,000 feet forms the raw material of the manufacturing industries, the three industries using the most wood being box-making, furniture and novelties. The production of lumber in New England has grown smaller year by year and builders and manufacturers have had to go further and further afield for their raw materials. Yet, though the area of Massachusetts is relatively small it is capable of producing a large yield of forest products. In the first place the percentage of forest areas is high—about 60

per cent, or 3,000,000 acres. But this area has been reduced to sprout or scrub lands so that it produces only about 150,000,000 feet of lumber a year. By the steady development of the present forestry program, however, it is expected that the yield will easily be increased by four or five times and that the State will eventually become practically self-supporting in the matter of lumber.

A little more than 20 years ago the office of state forester was established with an appropriation of \$5000 and a force made up of one assistant and a clerk. The same department today has about 30 assistants, eight clerks and an appropriation of \$450,000.

In 1919 the general consolidation of all state offices into 20 departments was effected and the forest service was placed in the department of conservation together with the department of fisheries and game and the division of animal industry. William A. L. Bazeley was appointed head of the division of forestry in the capacity of state forester and head of the department of conservation as commissioner. In this consolidation the state forest commission was abolished, but in 1920 the Legislature authorized the purchase of 100,000 acres of land for state forests, these lands to be bought before 1934.

The state forest commission, established in 1914, had acquired five state forests aggregating 12,000 acres, and under the purchase and development act of 1920 the area of state forest land has been increased to 60,000 acres, divided into 20 forests. It promises to increase at the rate of about 10,000 acres a year.

The PRINT SHOP 8 S. Sixth Street, New Bedford, Mass. GREETING CARDS ENGRAVING PRINTING DEVELOPING ENLARGING COPYING

The Little Shop Around the Corner Tel. 3601 Pure Milk and Cream J. T. FERNANDES, Proprietor, SO. DARTMOUTH, MASS.

Frederick J. Pierce JEWELER Watches—Clocks—Silverware 230 Union Street, New Bedford, Mass.

MARION N. TYLER 32 1/2 Cherry Street, Fairhaven, Mass. Dressmaking Children's Work a Specialty

DOROTHY WINSLOW Coffee House 22 Sears Court, New Bedford, Mass. Luncheon, Tea and Dinner Open 11:30—7:15 Sunday Suppers 5—8 Modes in Millinery

262 Union Street NEW BEDFORD, MASS.

WRIGHT & CHILDS 80 Middle St., New Bedford, Mass. Tel. 1971

BATES & KIRBY CO. Ice Cream Cake—Confectionery 596 Pleasant Street, New Bedford, Mass.

Hartley, Hammond Co. SANITARY PLUMBING 126 Acushnet Ave., New Bedford, Mass.

Taber FURNITURE COMPANY 892 Purchase Street, New Bedford, Mass. REAL GOOD FURNITURE for Every Room in the House

JOHN ALDEN Canned Foods Are Dependable They speak for themselves. DRISCOL, CHURCH & HALL, Inc. Wholesale Distributors Corner Union and First Streets NEW BEDFORD, MASS.

R.S. Merriman Interior Decorator 420-421 Olympia Bldg. NEW BEDFORD, MASS.

THIS is the time to have us offer suggestions and give estimates on your requirements for the summer home. Call 7215 for appointment at either your home, or at our show room.

Thompson Hair and Corset Shop "New Bedford's Leading Corset Shop" BLANCHE E. THOMPSON 763 Purchase Street New Bedford, Massachusetts The Modart Corset is the means to "Figure Grooming" Fitted to you individually, it helps your figure constantly to attain its most perfect beauty. So carefully is the MODART designed and of such fine fabrics it is made that this guiding influence is so gentle as to be unnoticeable. We have a MODART for You

NIBROC Paper Towels Best that can be bought Agents for Art Metal . . . Steel Safes, Desks and Files . . . Remington Typewriters F. S. Brightman Co. Stationers 133 Union Street New Bedford, Mass.

Central Market and Grocery Where the Good Things Gather Fancy Groceries, Meats, Fish, Fruits and Vegetables Anyone having a summer home in this vicinity is invited to open an account at this store. GEORGE S. TABER 254-258 Union Street New Bedford, Massachusetts

DISTRIBUTION COSTS SEEN AS IMPORTANT PROBLEM IN REDUCING PRICE OF GOODS

Chairman of Massachusetts Commission on Necessaries Says Subject Does Not Seem to Have Received Same Consideration as Production Costs

By EUGENE C. HULTMAN

Chairman of Massachusetts Commission on the Necessaries of Life.

In its work of investigating complaints in regard to high retail prices, the Special Commission on the Necessaries of Life has been impressed with the enormous cost of distributing goods. One of the most pressing industrial problems of this country is to increase its ability to consume more of its own goods. The consumer's ability to take more goods can be enlarged by either increasing his income or by reducing the price of goods to him.

Increased incomes will increase costs of production, which are already high. On the other hand, the cost of distributing many goods is more than the cost of production. Therefore, there seems to be great opportunity to increase the consumer's ability to purchase additional goods by cutting the enormous costs of distribution. The Special Commission on the Necessaries of Life presents certain observations it has made in studying this important problem.

In the development of the United States system of distribution great attention has been given to convenience of the public, regardless of expense. Some special services and conveniences are undoubtedly necessary. But so much consideration has been given to the element of convenience that these additional costs have greatly enhanced prices. The practice of selling convenience with goods is now so general that it is difficult, if not impossible, for a consumer who has not the ability to pay or who does not care for elaborate services to purchase most necessities without paying the cost of these special services. Where the cost of goods plus the cost of service exceeds the amount that the consumer is able or willing to pay, consumption contracts and production is necessarily curtailed.

Distribution of Commodities
Everyone in Massachusetts must have food, clothing, shelter and fuel. The distribution of these necessities to these commodities to consumers is a great and complicated task. Our industrial civilization was built up and is sustained by the increasing use of mechanical power, utilized and directed by the knowledge and skill of our people, making it possible for the average family to provide more comforts and conveniences than were enjoyed by any king of 15th century. In our history there was no problem of distribution, because people lived simply and produced most of their own food and clothing, while fuels and materials from which to create homes were close at hand. Comforts and conveniences were few, and practically the only services were neighborly customs.

It is interesting to study the development of our distribution system in comparison with the development of our productive industries. Industries generally have been formed from small beginnings by individuals to meet a comparatively local requirement. With energy, enterprise, and ambition these small local businesses grew into vast organizations. Power and labor-saving devices have been eagerly sought after and quickly adopted by the industries to reduce costs. These concerns were developed to produce goods in volume and to operate in the most efficient and economical manner. Careful attention was given to the cost of doing each part of the work. Therefore, manufacturers have been able to reduce the cost of production.

On the other hand, the distribution of goods does not seem to have received the same expert consideration as has the cost of production in the manufacturing industries. In distributing goods it would appear that the only aim has been to sell more goods irrespective of the purchasing power of the consumer. Buying habits of the public have been upset by strenuous and novel activities of distributors. Consumers have ceased to give patronage to individual merchants to the same extent as formerly, and now scatter their buying among dealers in the community in which they live, or make purchases in other sections, either by mail or otherwise. Efforts are now being made by the large retail organizations to restore the old element of personality, which plays such an important part in the retail distribution of goods.

Changed Customs
Another element which has increased the cost of living is the changed customs of families who formerly purchased commodities in considerable quantities at infrequent intervals, but who now purchase frequently in small quantities. The cheapest place to store goods is in the home, but the present policy of buying from hand to mouth means that the cost of carrying a large amount of merchandise and frequent deliveries by the dealer must be included in the price the consumer pays.

Many of those engaged in the business of distribution claim that the consumer is responsible by his demands for the development of the present expensive and wasteful system of distribution. It appears to the commission that all of the blame cannot be placed upon any one group. There is probably no single factor or element in this complex marketing scheme which can be said to be principally responsible for the spread between producers' and consumers' prices. The amount of profit taken by each of the different agencies between the producer and the consumer is not usually large or excessive. Consequently, legislation cannot be effective in relieving a situation brought about by so many and varied interests.

New England is generally regarded as a unit. It is peculiarly dependent upon both rail and water transportation, as we are situated some distance from sources of raw materials needed by our manufacturers. Coal, the chief source of power for its industries and heat for the homes, must be brought hundreds of miles. Most of our food supply is purchased from distant markets. A large part of New England products must be sent long distances to find a market, and foreign trade is relatively more important per capita to New England than to any other section of the United States. Therefore, the per capita output of labor must be increased to meet and overcome this handicap.

Our foreign competitors are rapidly recovering their production capacity and, in many cases, have already reached a position of larger output of some goods than they had before the war. Due to monetary conditions, it is to their advantage to live as economically as possible, produce as much as possible and sell it in this country.

Both the foreign situation and the condition of our own industries are

W. G. PAYSON CO.
274 MAIN STREET
FITCHBURG, MASS.

Clothing Hatters Furnishers

W. C. GOODWIN
342-344 Main St.
Fitchburg, Mass.

Shoes and Hosiery

Hibbard Electric Co.
Electrical Contractors and Engineers
Electrical Supplies

29 Cushing St., Fitchburg, Mass. Tel. 1000

Fitchburg Coal Co.
COAL
Tel. 456 4 Day Street
FITCHBURG, MASS.

A MUSIC STORE FOR 60 YEARS

J. F. CHAFFIN CO.
356 MAIN ST., FITCHBURG, MASS.

Sincere Co-operation for Your Printing Needs

H. M. DOWNS PRINTING CO.
Fitchburg, Mass.

Confidence
In each other keeps business moving. We try to merit your faith in our merchandise and service.

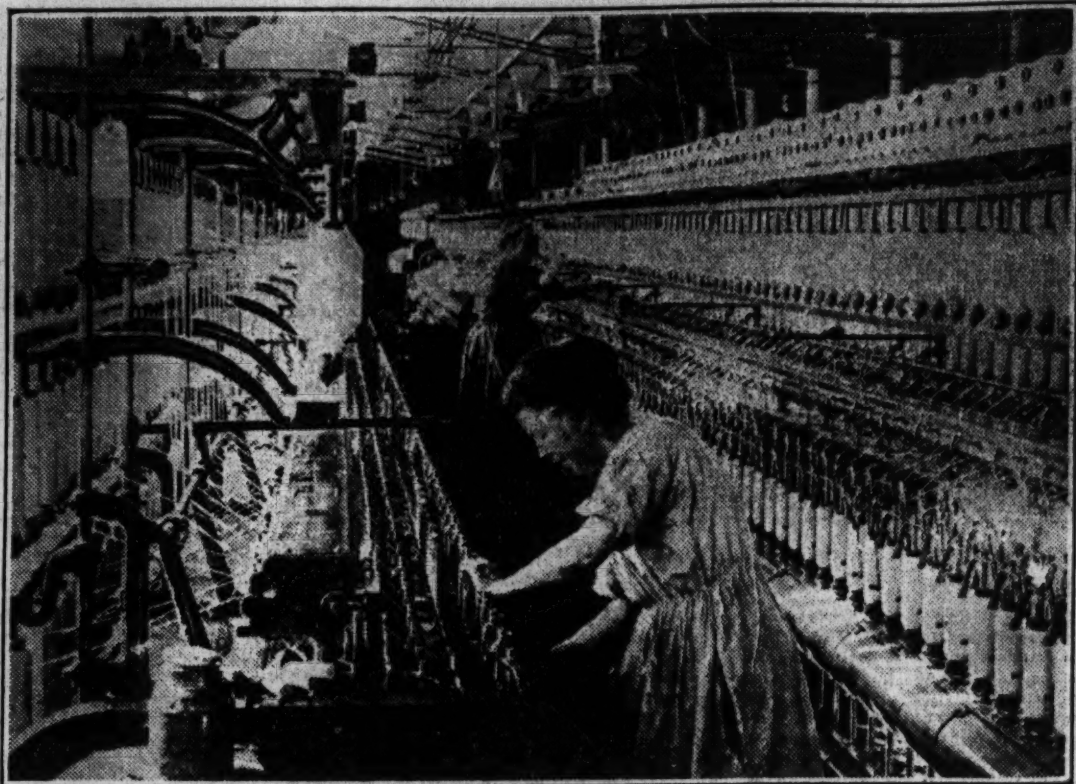
Confidence in this paper will prompt you to mention this ad when in shopping—and we would appreciate it.

Chamberlain Huntress Co.
DEPARTMENT STORE
332-340 Main St., Fitchburg, Mass.

Roses Fruit Trees Evergreens
Northern grown Roses to Bloom this Season. Northern Grown Fruit Trees, best adapted to our climate. Best selection of dwarf evergreens for landscape planting.

Send for price list.
THE NEW ENGLAND NURSERY COMPANY
Tel. Lexington 274 Bedford, Mass.

Merrily the Clicking Looms Sing Their Textile Song



Scene in One of the Great Mills in Massachusetts, Typical of Scores of New England Textile Centers

such that we must recognize the fact, whether our merchants or others desire it, that we are entering a period of severe and fundamental competition with declining commodity prices, but not necessarily a period of business depression. The successful survivors of this period will produce and distribute goods in great volumes at low costs with small unit profits but possibly with greater aggregate profits.

FRAMINGHAM HAS OVER 50 FACTORIES

Among towns, Framingham is a giant industrially, having more than 50 factories, employing 6000 persons, and producing \$25,000,000 of merchandise annually. This busy town does the biggest part of her big business in tags and paper specialties, straw hats, rubber goods, shoes, lathes, phonograph records, waterproof wrapping paper, rubberized fabric, nails, knit goods, auto wheels, gray iron castings, radio apparatus, steam boilers, automobiles, carpets, and boxes. Being near Boston, Framingham can draw upon a big labor reservoir, yet is far enough away to retain her own independent economic life.

MAINE POTATOES RECEIVED

Maine shipped 10,851 carloads of potatoes out of a total of 12,938 carloads received in the Boston market last year. Vermont furnished the largest supply of maple sugar and syrup, with considerable from New Hampshire. Virtually all the cranberries consumed here came from Cape Cod. New England supplied nearly two-thirds of the apples, but most of those for the fancy table trade came from the state of Washington. Massachusetts led all other states in the country in production of the Boston market of cabbage, celery, lettuce, onions, spinach, apples, cranberries, carrots, beets, cucumbers and asparagus.

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Northern grown Roses to Bloom this Season. Northern Grown Fruit Trees, best adapted to our climate. Best selection of dwarf evergreens for landscape planting.

Send for price list.
THE NEW ENGLAND NURSERY COMPANY
Tel. Lexington 274 Bedford, Mass.

TEXTILE MILLS BRANCHING OUT

Fall River Industry Entering Period of a More Diversified Product

FALL RIVER, Mass. (Special Correspondent) — Substitution of a broader and varied production for the more or less inflexible industrial program of other days stands forth prominently in the story of Fall River as it is being written today.

Originally the make of coarse sheeting, drills, etc., this city finally reached the conclusion that, in view of lower cost mills in the south, it was sound economics to develop new lines of products and as a result great bleaching, printing and dyeing plants have sprung up to color and finish the gray material that comes from the looms. There is being developed, for instance, a big business in the calicoes of "grandmother's day."

Print-Cloth Market

For 20 years Fall River so dominated the print-cloth markets that print-cloth prices went up or down at the figurative nod of the Bedford Street cloth brokerage offices. But southern competitors entering this field forced Fall River mills to run on odd constructions of one kind or another, or to seek business of a still higher class. New equipment has been put into many of the older mills, new fine goods mills have been built, and today Fall River plays no inconsequential role in the fine goods market, and even goes into the field of silk and cotton goods.

One great plant has adapted its

LOYAL CASH MARKET
J. GARDNER, Prop.
Reliable Meats, Groceries, Butter, Eggs and Poultry
Tel. 2116 LOWELL, MASS.

ARNO L. KINNEY
Painting, Paper Hanging Ceiling Work
LOWELL, MASS. R. F. D. 3
Tel. Connection

The Cookie Jar
CHELMSFORD, MASS.
Our specialties are: Well-cooked meals, served in a pleasant place. Afternoon Tea. All kinds of little cakes and cookies.
Tel. 51469

FLOWERS
Lesure
5 Putnam Street Phone 543-W
FITCHBURG, MASS.

THE STYLE SHOP
Coats, Suits, Furs, Millinery
53 Central Street, Lowell, Mass.
Formerly occupied by the Lowell Co-operative Bank, 6th Floor.
Lucy Blennerhassett Annie Muldoon
Kittie Blennerhassett

"Fruit of the Loom" Shirts
with neckband or collar attached
\$2.00 and \$2.50
Colors guaranteed.

FRASER'S MEN'S SHOP
Cor. Middlesex and Gorham Sts., Lowell, Mass.

SARAH B. MEIKLEJOHN
Dress Maker and Tailor
53 Central Street, Lowell, Mass.
Fourth Floor. Tel. 2125

SHOES
For the Entire Family
Walk-Over Boot Shop
53 Central Street, Lowell

Bagley's Y. D. Garage
308-310 Westford St., Lowell, Mass.
On direct line from Boston to Points North.
Alemite, Oils, Grease, Accessories of all kinds. Distributor of Lancaster Tires and Tubes.
EMERGENCY TRUCK ALL-NIGHT SERVICE

Success Brand Pure Foods
Guaranteed by Your Grocer and by
C. A. CROSS & CO., Inc.
FITCHBURG-AYER

THE BON MARCHE
Merchandise of MERIT Only
HE place any Lowell woman instinctively looks when she wants quality and beauty in any article, whether it be wearable, or for the home, and is often agreeably surprised at the moderate prices, at the Bon Marche.
LOWELL, MASS.

A. G. POLLARD CO.
LOWELL, MASS.
The Store for Thrifty People
The First Reduction of the Season
Women's and Misses' Coats
\$37.50
Formerly \$49.50 & \$59.50
This is a coat event which should appeal to all who have deferred buying until now.
Coats—Second Floor

Maker & McCurdy
LOWELL, MASS.
May Lingerie Sale
in which you will find the Practical and the new models of Undies in Cotton Voile and Silk. Also new Clasp around Corsette Brassieres.

Valley Textile Co.
Dress Goods
Silks, Woolens, Cotton, Velvets, Linings, etc.
SAMPLES ON REQUEST
30 Pleasant St. Lowell, Mass.

Denholm & McKay
Worcester, Mass.
May Events Now Under Headway
—Trimmed Hat Sale, \$5, \$7.50 and \$10.
—Sale of Plain and Fancy Linens
—Oriental Rug Sales
—May White Sale of Domestic
—May Sale of Wash Goods
—May Sale of Silks
FURNITURE SALES
All upholstered and overstuffed Living Room Suites in stock offered at 20% reduction for a short time only.

Worcester Telephone Office Sets Up Switchboard in Mechanics Hall
WORCESTER, Mass., May 12—In order that telephone users may have a clearer understanding of the mechanical processes of the telephone business which will better enable them to co-operate with the company and its operators, an unusual experiment is to be tried in Worcester.

Tonight at 8 o'clock, all citizens who are interested, are invited to come to Mechanics Hall where actual switchboards have been set up on the stage containing all the intricate electrical features of a central office switchboard and the trunk and toll lines necessary to complete connections within the same office or between different offices. These switchboards will be operated and explained by telephone operators.

A variety of types of telephone calls will be demonstrated, every one from the time the receiver is lifted from the hook until the call is completed being shown with a clearness that even a visit to the central exchange could not achieve.

This exhibition has been arranged by the Worcester Chamber of Commerce as a part of its broad program to make Worcester a larger and better city through the medium of co-operative action. Although the city has enjoyed a rapid growth since 1890, the community is feeling

Estabrook & Luby FLOWERS
43 Pleasant Street, Worcester, Mass. Tel. Park 5234

Collins & Sullivan Florists
When occasions arise where flowers are essential, visit to the Florists will be appreciated.
262 Main Street, Worcester, Mass.

Grey's Candy Store
330 Main Street, Worcester, Mass.
TRY OUR NEW TEA ROOM FOR LUNCHEON or DINNER
Candy, Soda, Tea Room, Pastry

Morse & Beals The Florists
Telephone 6400
LOWELL, MASS.

Bell's "Food Shop"
For Better Bread—Cake—Pastry
12 Bridge St., at the Square
LOWELL, MASS.
Telephone your order, 678.

Shu-Fix
First-Class Leather Used in All Our Work
S. FLEMING COMPANY
137 Dutton Street, Lowell, Mass.
Mongeau Building

Williams Oilomatic Heating
Has made a proved Success of Oil Heating
Hobson & Lawlor Co.
158-170 Middle St., Lowell, Mass.
Pipe and Fittings Heating Plumbing

Crown Confectionery Store
FOR FANCY SUNDAYES and HOME-MADE CANDIES
23 Kearney Sq., Lowell, Mass.

The Ladies Specialty Shop
141 Merrimack Street, Lowell, Mass.
Corsets, Gloves, Neckwear Handkerchiefs and Hosiery
Peggy's Candy Shoppe
FOR DELICIOUS CANDIES
109 Central Street, Lowell, Mass.

THE ROBERTSON COMPANY
Lowell's Largest Home Furnishers
PRESCOTT STREET
LOWELL, MASS.

WARE PRATT CO.
Main St. at Pearl, Worcester, Mass.

E. A. SULLIVAN CO.
384 MAIN STREET, WORCESTER, MASS.
May Dress Sale
Dainty, Summer Frocks for both Daytime or Evening needs. Prints, Georgette, Satins, Figured Chiffons and all the cool, washable silks for utility wear.
MOST ATTRACTIVELY PRICED
\$17.50—\$22.50—\$29.50 UP

SERVICE IS THE WATCHWORD
Do a kindness to the lady of the house—suggest Our Service for her household washing. FAMILY WASH, finished or rough dry.
We Make a Specialty of Fine Blankets, Comforters, Feather Pillows, Feather Ticks and Lace Curtains
WORCESTER, MASS.

May Events Now Under Headway
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330 Main Street, Worcester, Mass.
TRY OUR NEW TEA ROOM FOR LUNCHEON or DINNER
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Has made a proved Success of Oil Heating
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FOR FANCY SUNDAYES and HOME-MADE CANDIES
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141 Merrimack Street, Lowell, Mass.
Corsets, Gloves, Neckwear Handkerchiefs and Hosiery
Peggy's Candy Shoppe
FOR DELICIOUS CANDIES
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THE ROBERTSON COMPANY
Lowell's Largest Home Furnishers
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WARE PRATT CO.
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E. A. SULLIVAN CO.
384 MAIN STREET, WORCESTER, MASS.
May Dress Sale
Dainty, Summer Frocks for both Daytime or Evening needs. Prints, Georgette, Satins, Figured Chiffons and all the cool, washable silks for utility wear.
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\$17.50—\$22.50—\$29.50 UP

SERVICE IS THE WATCHWORD
Do a kindness to the lady of the house—suggest Our Service for her household washing. FAMILY WASH, finished or rough dry.
We Make a Specialty of Fine Blankets, Comforters, Feather Pillows, Feather Ticks and Lace Curtains
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May Events Now Under Headway
—Trimmed Hat Sale, \$5, \$7.50 and \$10.
—Sale of Plain and Fancy Linens
—Oriental Rug Sales
—May White Sale of Domestic
—May Sale of Wash Goods
—May Sale of Silks
FURNITURE SALES
All upholstered and overstuffed Living Room Suites in stock offered at 20% reduction for a short time only.

Worcester Telephone Office Sets Up Switchboard in Mechanics Hall
WORCESTER, Mass., May 12—In order that telephone users may have a clearer understanding of the mechanical processes of the telephone business which will better enable them to co-operate with the company and its operators, an unusual experiment is to be tried in Worcester.

Tonight at 8 o'clock, all citizens who are interested, are invited to come to Mechanics Hall where actual switchboards have been set up on the stage containing all the intricate electrical features of a central office switchboard and the trunk and toll lines necessary to complete connections within the same office or between different offices. These switchboards will be operated and explained by telephone operators.

A variety of types of telephone calls will be demonstrated, every one from the time the receiver is lifted from the hook until the call is completed being shown with a clearness that even a visit to the central exchange could not achieve.

This exhibition has been arranged by the Worcester Chamber of Commerce as a part of its broad program to make Worcester a larger and better city through the medium of co-operative action. Although the city has enjoyed a rapid growth since 1890, the community is feeling

Estabrook & Luby FLOWERS
43 Pleasant Street, Worcester, Mass. Tel. Park 5234

Collins & Sullivan Florists
When occasions arise where flowers are essential, visit to the Florists will be appreciated.
262 Main Street, Worcester, Mass.

Grey's Candy Store
330 Main Street, Worcester, Mass.
TRY OUR NEW TEA ROOM FOR LUNCHEON or DINNER
Candy, Soda, Tea Room, Pastry

Morse & Beals The Florists
Telephone 6400
LOWELL, MASS.</

QUINCY, THE HOME OF TWO PRESIDENTS, NEARLY READY TO OBSERVE TERCENTENARY

The Famous "Dorothy Q" Also Lived in This Massachusetts City Whose Three Hundred Years of Achievements Will Be Celebrated in Week of June 7

Quincy is about to celebrate the tercentenary of its sturdy share in Massachusetts history. Quincy has given two presidents to the United States and a signer of the Declaration of Independence. The famous "Dorothy Q" lived in Quincy, and Quincy was the starting point of the first railroad in the United States.

During the 300 years, the achievements of which will be marked by elaborate exercises in the week of June 7, Quincy has shared in the industrial, social and political history of the country, richly and fruitfully, in a way that has set it apart in distinction among smaller cities, has hallowed it forever in grateful memory of the country.

Into Boston Bay one day in 1625 sailed Captain Wollaston with a little band of men whose eyes searched the shore line for a suitable landing place where they might make settlement. No Christian name has ever appeared in the chronicle for this man who saw some beckoning finger in the branches of a great cedar tree, standing straight and benign at the edge of the hill, now variously known as Merrymount and Mt. Wollaston.

On the seal of the City of Quincy there now appears a great tree, symmetrically guarding the side of a hill, the hill and the tree from which, through 300 years Quincy has grown, mellowing with dignity and achievement. The great cedar remained until 1858, when a storm felled it and its site is now marked by a low-set granite post, set by the Quincy Historical Society.

Quincy had its beginning at a point near where Black Creek joins the waters of Quincy Bay. For a time this land was the homeland of the Quincy family, and later of a branch of the Adams family. For a long time the original Mt. Wollaston was known as the John Quincy Adams farm, for it was owned by a man of that name, a grandson of President John Quincy Adams, a great grandson of President John Adams. And now this part of Quincy is known as the Merrymount section.

In Captain Wollaston's company was one Thomas Morton, a dramatic figure for some years afterward in local history. Captain Wollaston is customarily credited in history as being the first white man to land at Quincy, but nine years earlier Capt. John Smith had seen the Quincy shore line, had mapped it and called the place London. In 1621 Capt. Miles Standish, accompanied by Governor Winslow and the Indian guide Squanto had landed at a place approximately where Squantum now stands. The three had stayed the previous night on Thompson's Island in Boston Harbor. They called the land Squantum as a tribute to their guide and a tablet is there to mark the incident. And there still bubbles the fresh water spring, at the foot of the headland, from which the three drank that day and which they recorded in the diary of the expedition.

Captain Standish's trip was purely for exploration purposes. Captain Wollaston's band meant to set their homesteads in the vicinity of what is now Merrymount, and most of them remained there, although before the year was done Captain Wollaston had left for Virginia and Lieutenant Filcher took his place in charge of the settlement.

Formal Settlement Began
The formal settlement of Quincy began in 1634, when the Hooker colonists took up their homesteads at "The Mount." The celebration in June, an invitation to attend which has been transmitted to President Coolidge by Russell Sears of Boston, commemorates the expeditionary landing of white men on the Quincy shores.

In the Hooker company was one Henry Adams, first of the Adams line later to play so important a part in

shaping the country's history. When part of the Hooker company went away to Newtown, later to Cambridge, still later to the Connecticut Valley, the remaining settlers were formally annexed to Boston and the local settlement firmly established and called Braintree. The folk were mostly from Devonshire, Lincolnshire and Essex in England, and the place took its name from old Braintree.

In 1640 the part of Quincy now known as the North Precinct was set off, formally incorporated under the town name of Braintree. The North Precinct became the city's populous manufacturing center. Although for many years Quincy has had international significance as "The Granite City" it has had many diverging lines of commercial development which were well developed even before it assumed importance as a quarrying neighborhood.

Quarries Nationally Known
Through its quarries Quincy became nationally known, the superior granite obtained, durable in composition and fine in quality, being shipped widely throughout the United States. Such traditional landmarks as the Bunker Hill monument, King's Chapel, the first important building erected in this section, in 1752, today testify to the permanence of Quincy granite. Be- cause of its hardness and power to resist disintegration it is used in the construction of sea walls, breakwaters and lighthouses.

While handmade boots and other leather goods, and the making of coach shafts all have shared in Quincy's industrial history, a factor of paramount importance in the cumulative prosperity of this historic city is the shipbuilding industry, which, by virtue of the Fore River Shipbuilding Company, was in recent years one of the leading ship construction centers in the country. The industry started as the eighteenth century was drawing to a close, and wooden ships, fast clippers and whaling vessels preceded the later building of merchant ships, submarines, torpedo boat destroyers and other United States ships for which the Fore River company is famous. At Quincy the keel of the first battleship of the group, begun after the Revolution, was laid, the ship which was called the United States and considered by naval men even from foreign countries as one of the greatest naval ships ever built.

In 1750 an attempt was made to establish glass works on Shedd's Neck land, known as Germantown. Difficulty, however, was encountered with the quality of sand and the industry acted on Cape Cod.

North Precinct Set Off
The North Precinct was set off from Braintree in 1792 and the town was named for Col. John Quincy. The Quincy family gave presidents and teachers to Harvard College, mayors to the city of Boston and had otherwise included an array of important members. The mother of Col. John Quincy was Anna or Hannah Shepherd and through her Col. John Quincy inherited Mt. Wollaston in 1709. When John was 20 he moved to "The Mount" and built a house. In 1715 he married Elizabeth, daughter of the Rev. John Norton of Hingham. The only daughter of this couple was married to a parson of

the same name. The mother of Col. John Quincy was Anna or Hannah Shepherd and through her Col. John Quincy inherited Mt. Wollaston in 1709. When John was 20 he moved to "The Mount" and built a house. In 1715 he married Elizabeth, daughter of the Rev. John Norton of Hingham. The only daughter of this couple was married to a parson of

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Silks of Every Description
Suitable for Every Occasion
418 Main Street, Worcester, Mass.

Established 1847
FRANK A. KNOWLTON
Jeweler and Silversmith
374 Main Street, Worcester, Mass.

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A Word About Gifts

Even now there are a good many people who have not visited, and hence do not realize the scope of our Gift Room and Tableware Department in the second floor. Whether you care to purchase or not, we want you to come in and look over the many lines on display, which include the following:

Community Silverware
Pyrex Ovenware
Casseroles, Fruit Stands
Silver Candlesticks
Gold Banded Glassware
Bronze Book Ends
Universal Electric Appliances
Silver Tea Sets

CUTLERY—FIRST FLOOR

Early Homes of Two Presidents of the United States



Weymouth, one William Smith and the famous Abigail Smith Adams was their daughter. To John and Abigail was born a son whom they called John Quincy Adams at the behest of Abigail's mother. Thus the son of John Adams was called John Quincy Adams who, like his father, was later to be President of the United States.

Two Presidents Lived Here
Although the city has retained the name of Quincy it is impossible to think of it without recalling the name of Adams too. Two Adamses of one family were elected to the presidency of the United States. Other members of the family served their country well. Charles Francis Adams was friend and advisor to Lincoln and his Minister to England to the Court of St. James's as well. The houses where both presidents were born stand in South Quincy. The one in which President John Adams was born was built in 1681 and John Quincy Adams' birthplace was built in 1764. John Hancock's birthplace stood on the site of the Adams Academy building on Adams Street, near the railroad station, stands the house in which President John Adams lived after his public service was over. The house was reserved as a Tory property after the Revolution and was bought by John Adams in 1785.

Valley Mills
PROGRESSIVE
More Than 15,000 Looms Are Being Operated by Hydroelectric Power

How Massachusetts in the constant development of her industries, is availing herself of the hydroelectric opportunities is splendidly illustrated by the textile industry of the Blackstone Valley. These industries are located in numerous villages in the valley of the Blackstone River and its tributaries in the towns of Millbury, Grafton, Northbridge, "Xbr" and Douglas. Not all of the power used in these mills, however,

is obtained from the Blackstone River. Striding the hills are the towers of "high-tension" lines of the New England Power Company which operates 45,000 spindles and 15,000 looms in the Blackstone Valley by hydroelectric power developed at its great dam on the Connecticut River in Vermont.

America's First Railroad
Part of the original bed of America's first railroad, built in Quincy in 1826, is still to be seen in West Quincy. Pine timber rails, to which was fastened a bar of iron, were first laid, upon which wooden

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Charges reduced to 2 1/2% of value. All repair work based on summer prices.
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The home that owns an Ampico is a home that lives with music

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Casseroles, Fruit Stands
Silver Candlesticks
Gold Banded Glassware
Bronze Book Ends
Universal Electric Appliances
Silver Tea Sets

CUTLERY—FIRST FLOOR

Duncan & Goodell Co.
404 Main Street
WORCESTER, MASS.

Canadians is found on the bronze tablet set into the beautiful granite memorial in Rockdale erected in memory of the men from that village who served in the World War. A majority of the names inscribed there are French.

Conditions among the mill workers in this district also were touched upon by a representative of the Whittin Machine Works of Whitinsville, manufacturers of mill machinery.

Rarely Any Labor Trouble
"It is rarely," he said, "that we have any labor trouble in these villages. This is due in part to the class of workers employed and in part to the way they are treated. This exhibition is one of the things that is helping to keep them contented. The workers have taken great interest and pride in helping prepare the different exhibits."

"Almost every week, too, they participate in some kind of entertainment in the village hall. They have a mill band which gives many concerts. Up on the hill back of the village is a splendid athletic field with a big grandstand. These things are typical of the Blackstone Valley villages. Another significant fact is that a large number of the mill workers are leaving the tenements and buying or building homes of their own. That means that they are going to be anchored here."

Conduct Exhibition
Manufacturers in this section believe that not only must opportunities be seized, but must actually be made; in fact, it is their theory that if you want more business you must put your shoulder to the wheel and push. That is the reason they conducted recently an exhibition at the little mill village of Rockdale, where mill machinery was shown in operation, and cotton, woolen, worsted, and artificial silk goods in wide variety were displayed.

"We are doing pretty well in this plant," said William A. Spratt of the Paul Whittin Manufacturing Company at Rockdale, president of the Blackstone Valley Mills Association, which conducted the exhibition. "Of course, we should be glad to get more orders, but for the fine goods which we manufacture the demand is very fair. We are using a considerable amount of artificial silk in combination with cotton."

"The labor situation in the Blackstone Valley differs considerably from that in most New England mill centers. The mill workers are drawn very largely from the native American families in these towns. There is a sprinkling of foreigners, naturally. In some of the villages there are a number of Polish families. Here in Rockdale the French Canadians predominate, but a large proportion of them came here long ago and have raised their families here, so that now they are thoroughly American."

Impressive confirmation of Mr. Spratt's reference to the French

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Yellow Cab Co.
No charge for extra passengers
Park 1345
353 Pleasant St. Worcester

Coats, Coats, Coats—There is a Maze of Beautiful Styles Here
Every successful mode in a smart coat is found in this collection. Cloth Coats, Silk Coats, Fur Coats, Tailored Coats, Coats for formal afternoon wear, sumptuous evening coats—they run the entire gamut of fashion's favored ideas. Unique not alone because of quality and value, but also because of low prices.

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WORCESTER - 545 MAIN ST.
PROVIDENCE - 342 WESTMINSTER ST.
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The home that owns an Ampico is a home that lives with music

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CUTLERY—FIRST FLOOR

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WORCESTER, MASS.

PUBLIC EMPLOYMENT OFFICE FINDS CONDITIONS IMPROVING

Massachusetts Statistics Lead Superintendent to Take Optimistic View—Increase in Demand Over a Year Ago Is Reported

A decided increase both in the number of people called for by employers and the number of positions reported filled when compared with April of a year ago, leads the public employment office of the state Department of Labor and Industries to take an optimistic view of the Massachusetts labor market conditions of the immediate future.

G. Harry Dunderdale, superintendent and United States special agent, points out that the demand for skilled mechanics for shipyard work has been the cause of considerable activity in supplying riveting gangs, reamers, drillers, shipfitters, electricians, blacksmiths, outside and inside machinists and painters and molders. He says:

No doubt many persons will think that the past few months have been the worst for some years but a comparison of the first four months of this year with a like period in 1924 and 1923 shows that this year will equal 1924 but is far behind the same period in 1923. In that year there were 33 per cent more orders from employers, 28 per cent more people called for and 22 per cent more positions secured than this year.

The number of people calling at the office in search of employment during the first four months of this

year was 13 per cent larger than in 1924 and 23 per cent larger than in 1923. The extreme depression in the textiles, boot and shoe and the leather industries has brought hundreds of men and women from outlying centers to the city in search of employment but because of poor business in other lines they were unable to secure work.

The open winter has been a decided factor in keeping the men in the various building construction crafts employed and as a consequence, a few other lines which are indirectly allied have been fairly active.

The near approach of summer has brought with it the preparations for the opening of the summer and mountain resorts which will result in a large number of workers being absorbed in these various capacities for the next few months.

The general trades have been very quiet, especially in the factories where women are employed, but during the past week there was a decided improvement and a number of industries have started to show a little more activity.

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Carver and Gilder
Picture Reliner and Restorer
16 Foster Street, Worcester, Mass.

John C. MacInnes Co.
Worcester, Mass.

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Fowler Furniture Company



FOWLER'S—A New England Store for New England People

FOWLER'S is and always has been a New England owned and New England managed furniture store.

Selling reliable home furnishings at a moderate price, giving satisfaction to all, is the reason for our constant growth, and a source of pride in being known as one of New England's leading furniture stores.

We solicit your patronage only on the basis of our ability to fulfill your wants in a manner that pleases both you and us.

Fowler Furniture Company

108-116 Franklin Street, Worcester

WORCESTER, MASS.

Gross Strauss Co.
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Coats

Fashionable Models

in the new materials and the wanted colors. Fur bands or plain—many have embroidered designs. You'll be satisfied with the smart coat you buy here.

Hundreds of Smart Coats for Spring and Summer
25.00 35.00 45.00

SPRINGFIELD IS ENTERING ON A NEW ERA

Large Projects Under Way Include a \$5,000,000 Railroad Station

SPRINGFIELD, Mass. (Special Correspondence)—With a railway station to cost \$5,000,000 under construction and the new North End bridge across the Connecticut to be open for use this summer, this city may be said to be entering on a new era.

The erection of the new station comes as one of several definite steps for the advancement of the city. First in order was the building of the Municipal Group, with its spacious auditorium that attracts so many large conventions to the city. Next came the opening of the Hampden County Memorial Bridge, a \$6,000,000 structure of steel and concrete, with widened streets leading to it.

Provision of the new North End bridge may be termed accidental, it being necessitated by the burning of the old bridge, but it will mean much to industrial interests on both sides of the river.

City Planning Board More fundamental than any of these, however, in its relation to the city's future, is the establishing of the City Planning Board and the working out of a zoning system that is meeting all tests. This body is now engaged in studying two vital problems—that of more automobile parking space and adequate traffic facilities near the new station, and that of a better interurban highway system. The last-named would link up the principal parks—state and municipal—of the Connecticut Valley district. It is hoped that the regional planning commission recently created may become an influential factor in advancing that object, so vital to Springfield and its neighbors.

Another object to which the Chambers of Commerce of Springfield and Holyoke are devoting their energies is that of improving the Connecticut River for navigation and power, above Hartford, and it is expected a regional conference on this subject will take place soon.

Industries of Springfield and vicinity are more active than for several years past, and some of the larger plants have recently added several hundred employees each. Largely due to the energetic efforts of the Chamber of Commerce new industries have been brought to the city. Numerous manufacturers already located here have lately built or bought larger plants to provide for their growing operations.

The convention bureau of the Chamber of Commerce is a strong factor in expanding the city's industrial interests and bringing new residents to the city. Seeds of many important enterprises are planted by conventions.

Diversity of Industries Diversity of industries counts as one of the largest elements in the stability and continued growth of the city. A survey made recently by the Chamber of Commerce shows 648 manufacturing establishments here in 457 lines of production. Thus the community is protected against serious trouble due to some particular line of industry being stagnant for a period.

In consequence of industrial activity and other factors that constantly increase the population, Springfield for two years past has enjoyed a fine building growth and outlays in this connection run to about \$15,000,000 yearly. Its population is estimated at 155,000.

Nowhere is growth more pronounced in this city than with the schools and colleges. The International Y. M. C. A. College has virtually completed its task of raising a \$2,500,000 endowment fund, and the American International College is carrying forward a large expansion program. The local branch of Northeastern University has prospered.

Buy Your Spring Flowers at WM. SCHLATTER & SON FLORISTS

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68 Vernon Street Springfield, Massachusetts Near Hampden County Memorial Bridge. Serving Hours—Noon, 11:30-2. Evening, 6-7:30. One hour parking. Closed Sundays and Holidays.

Bonnie Wee Shop

374 Main Street Room 425 Lyman Bldg. SPRINGFIELD, MASS.

MORSE & HAYNES CO.

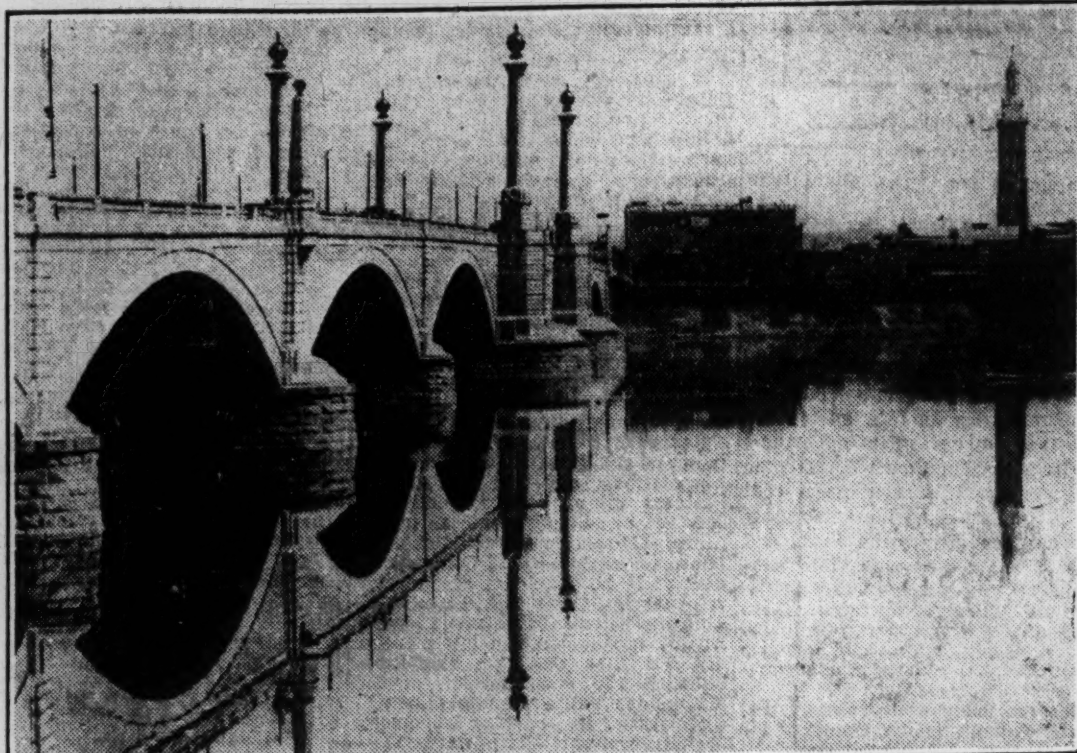
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Public schools have progressed favorably and several large buildings are projected in different parts of the city for this department. Generality and public interest on the part of leading citizens has been expressed in the enlargement of libraries and the enrichment of art collections, and especially in establishing institutions that not only better the community, but likewise make it a center for material and moral growth throughout a wide area. Notable examples of this are seen in the Eastern States Exposition, the Eastern States Agricultural and Industrial League and the Eastern States Farmers' Exchange, all of which are noted for their constructive activities.

In the Soft Reflection of the Connecticut It Rests



Hampden County Memorial Bridge Showing Tower of Springfield City Hall in Distance.

EAST BRIDGEWATER KNOWN FOR ITS METALS

From its earliest days East Bridgewater has been an industrial community, devoting itself largely to metals. It is said that the first metals made in America were manufactured here in 1748 by Hugh Orr, who also was the inventor of the spinning machine. Cannon and cannon balls were made here for the Continental Army.

For generations, iron castings, brick, machinery and cottonseed oil have been staple products and the value of products turned out by the rolling mills, brass foundries, nail factories, cotton gin mills and shoe factories of East Bridgewater annually reaches a high figure.

East Bridgewater is also a good farming district, some of the largest farms in Massachusetts being located here, including one of two square miles, valued at \$1,000,000.

NORTH SHORE TO HAVE GERMAN AMBASSADOR

MAGNOLIA, Mass. (Special Correspondence)—Baron von Maltzan, Ambassador from Germany to the United States, has leased the Hayden cottage here, and plans to spend the summer months on the North Shore. The Hayden cottage is on the water front in a beautifully wooded section off Heperus Avenue. The grounds are beautifully landscaped both for formal garden and natural plantings.

Guilford's Silk Store

New Figured Crepes for Spring

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Coats, Dresses and Ensemble Suits Prices greatly reduced

Millinery All the season's styles and vogues at reduced prices.

Albert Steiger Company

These sunny days invite all women outdoors to play. That correct apparel is essential, is a foregone conclusion. At this "Store of Specialty Shops" the newest and smartest sports costumes of all types are shown in attractive varieties at prices that appeal.

FUTURE FOR AGRICULTURE IN MASSACHUSETTS BRIGHT

State Commissioner Gilbert Says the Opportunities Far Outweigh the Hardships and Discouragements

By DR. ARTHUR W. GILBERT Massachusetts Department of Agriculture, Boston. Confidence in the future of agriculture in Massachusetts comes easily to one who can see its broader possibilities and radio on nearly every farm.

The individual farmer, with his viewpoint limited to his own farm or to the confines of his town, may be as through a glass, darkly. But one who can take the one farm experience, balancing its hardships with its satisfactions, and multiplying it by 20,000 to represent the agriculture of the State, can see farm life face to face, and to him the satisfactions, the opportunities, far outweigh the hardships and discouragements. To him the future of Massachusetts agriculture looks bright and hopeful.

It is customary for one writing on the future of agriculture to speak first of material aspects of farming. A better way is to speak first of those far more important things, the intangible but no less real values which come from rural living, from sturdy work, from independence to live their own lives and to give to their families health, satisfaction and happiness. For the dollars the farmer gets are a means, not an end. The end is the old, old story of providing for a family and giving them their share of the happiness of this world.

Great Gains Made To one who can see Massachusetts agriculture from the larger viewpoint, great gains have been made in the farm home, in the standard of living, within the past decade. It is, perhaps, the best index to the progress which agriculture has made, the best indication of what the future will bring. Farm life in Massachusetts is no longer the struggle for existence it was once. The wheels of

There is no longer any sense of social inferiority. The significant increase in the standard of living on the farms of Massachusetts is the natural result of improved business methods on the part of farmers. It is highly significant of the future that the very great majority of the farmers of Massachusetts are discarding the outworn methods of their grandfathers and are conducting their farms more as business enterprises. They are comparing costs and returns of different types of farming more generally and are trying to adjust their farm practices to the needs of near-by markets. The county agricultural agents have had a very large share in this progress in business judgment. It is to a considerable degree done unconsciously but inevitably by more and more farmers as they see the definite results attained by the men who have studied, who have secured the latest scientific information and have applied it to their farm practices.

Changing Conditions The most important gain in recent years in Massachusetts agriculture is in its becoming more adapted to changing conditions. Colonial days, when the population was 100 per cent

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Our Quick Cash Sales Insure Genuine Economy

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These sunny days invite all women outdoors to play. That correct apparel is essential, is a foregone conclusion. At this "Store of Specialty Shops" the newest and smartest sports costumes of all types are shown in attractive varieties at prices that appeal.

rural, are not so far in the background of years as they are in the background of progress. We have now a population which is 93 per cent urban and only 7 per cent rural. In Colonial days the people were self-sustaining; they produced practically all that they needed to eat or wear. Today Massachusetts imports 80 per cent of the food it needs. This is not a disaster, but an opportunity for the farmers of Massachusetts. From the wide and increasing needs of this population of 25,000,000 within 250 miles of Boston every farmer can choose what food product he can raise best and that in which he can best compete with more distant farmers with cheaper land. It will not always be the same choice. What can be raised to good advantage on one farm may be a poor business venture on another. A few farms are so situated that they can raise products which the majority of farms will find unsuitable.

The outstanding money-making crops for Massachusetts farmers today are eggs and poultry products, market garden truck and fruit. Dairy products are hanging in the balance. Cows will always be kept in Massachusetts as part of a well-balanced farm program. Time alone will show whether they will be able to show adequate returns in the face of competition from regions more naturally fitted to dairying and where the competition between city and country for labor is less keen.

LURE OF MAINE SEEN IN INQUIRIES

PORTLAND, Me. (Special Correspondence)—The lure of Maine as the ideal vacation land for the Nation has caught the interest of several prominent camps and automobile touring parties in the country is seen in many inquiries that are being received here.

One of the surest indications, so regarded by Harrie B. Coe, executive secretary of the Maine Publicity Bureau, that the advertising of Maine is having the desired effect of inducing the State to the Nation is the announcement recently received that the Appalachian Mountain Club of New York will spend its August camping season in Maine.

This widely known club will divide into two separate parties and camp near each other west of Mt. Katahdin, near Hunt's Trail. Among other things which the club intends to do, is to climb Maine's most famous mountain.

"FORCING FITCHBURG FORWARD," ITS SLOGAN

"Forcing Fitchburg Forward" is Fitchburg's slogan and the city appears to have lived up to it. Each year Fitchburg turns out millions of dollars worth of cotton and woolen goods and yarns. Paper and wood pulp and foundry and machine shop products come next in order. Many well-known metal products are produced here such as saws and knives, boilers and revolvers, bicycles and packaging machinery. The city is also widely known for its quarries.

Springfield, Mass. HARTFORD, CONN. Makers and Retailers of Fine Candles

WAFFLES, Etc. Crisp and hot and CHICKEN SOUTHERN STYLE served every afternoon from 2 P. M. to 7 P. M. at CENTURY CAFETERIA 286 Worthington Street Springfield, Mass.

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67 Years of Service to Men and Boys

Haynes & Company

THIS business has been operated continuously for 76 years under the same name and is still in the control of the direct descendant of the founder. We specialize in the outfitting of men and boys from head to foot with garments and accessories for every requirement of day or evening wear, dress, business, travel or sport.

346-348 Main Street, Springfield, Mass.

GOVERNOR BREWSTER SEES GREAT FUTURE FOR MAINE

Executive Points Out Assets and Says That With Them in Its Treasure House the State Will Continue to Expand and Grow

By GOV. RALPH O. BREWSTER

To the world Maine has been known primarily because of 3500 miles of rock-bound coast. For three centuries, visitors in increasing numbers from every part of the civilized world have been drawn to explore the myriad harbors it affords.

During this present summer, it is expected that Maine will entertain over a million guests. It does not seem to Maine folks provincial to rejoice in the appreciation of its charms by such a cosmopolitan group. There is no thought of invidious comparisons in the presentation of the recreational attractions of the State of Maine in a glad rivalry of service to its fellow-citizens in America and abroad. Our talent must be used.

Behind our unique, cool, windswept coast, people are rapidly discovering that there lies a great mountain-decked, forest-clad plateau of 15,000,000 acres that hides thousands and thousands of lakes and streams, uniting in the great river systems that pour tumbling down to the sea across 100 miles of meadows and green fields skirted with the ever-present pine.

Its Miles of Highways The 25,000 miles of highways, unfolding the natural beauties of Maine, now offer a firm foundation for the up-building and prosperity of our State. Over \$40,000,000 has been expended upon these roads in the decade that has just passed. The sum of \$18,000,000 was provided by the last Legislature to properly maintain and develop this system and carry forward further construction without detours of any kind.

With full confidence, Maine awaits the future, knowing the growing appeal of the treasure it has to offer to its fellow-men. The delights of

Low-priced agricultural areas, coupled with increasing transportation strangulation as America shall grow, are arguing ever more insistently that the industrial east should prepare to feed itself.

With these assets in its treasure house, Maine is now experiencing a healthy expansion and growth. Our remarkable recreational attractions seem to us to be the key that will unlock our further agricultural and industrial development as the other corner states of our Republic have so recently and convincingly shown. Hospitality represents the flower-

Mrs. Celest S. Janser VIOLINIST

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ADVANCE showing of summer goods, such as Refrigerators, Couch Hammocks, Reed Furniture, etc., at reasonable prices.

Fold-Hi-Chair

For Baby—made of washable white canvas which converts any chair into a high-chair and proves itself indispensable for Home Use, Traveling or Visiting.

It folds compactly, making a very small and easily carried parcel of a pound in weight. Just drop it into your hand-bag when you go on a trip or a visit with Baby.

Price \$1.50

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THIS store has won its unquestioned leadership in fashion by not only knowing and having the new fashions, but in our presentation of them, in our consistent emphasis on what is new and correctly smart.

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Forbes & Wallace

SPRINGFIELD, MASS.

ing of the civilization of any land. Each Maine citizen counts it a privilege to welcome to our borders in ever-increasing numbers that mighty army of visitors that has developed from those first early explorers of the allurements of the rock-bound coast of Maine.

NAUMKEAG MILLS OPERATING 85 YEARS

The first cotton mills in New England were started a little over 100 years ago, and were invariably built beside some river where there was sufficient water power to turn the wheels of the machinery, and where the moist air from the falling water would give the correct atmospheric conditions for spinning and weaving the cotton fibers.

But some 85 years ago a progressive mill engineer thought that a cotton mill might be successfully run by steam power, and he further thought that if situated close to the sea the rise and fall of the tides would create the same moist condition of the air as obtains along a water course, and following out these ideas the Naumkeag Steam Cotton Company was built beside the famous harbor of historic old Salem. The engineer's theory proved correct and the Naumkeag Mills began operations in 1845 and have been running successfully ever since. Today the mill contains 155,000 spindles and 4000 looms.

STREET PARKING TO BE STOPPED

WORCESTER, Mass., May 12—Orders just issued to patrolmen from Chief Hill, will put a stop to the use of the streets as garages by automobile owners. Traffic rule, Section 35, will be invoked to enforce the order and prevent lining the curbsides with automobiles for indefinite periods.

TRUE BROS., Jewelers

Wedding Gifts

Those who wish to select costly Wedding Gifts or moderately priced articles will find our display perfect in detail. Our service includes strict compliance with your every wish and assures you prompt delivery whenever so desired.

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After receiving the package eat one pound—it is entirely satisfied return the remainder. Your money will be cheerfully refunded.

Cut out this advertisement. Write your name and address plainly and mail at once with check, money order, or cash. We will forward to you immediately the 2 Pound Box of Green's SUPERFINE Chocolates—absolutely fresh.

Package sent to New England, New York, New Jersey, and Pennsylvania. 25c extra for postage to other sections.

GREEN BROS. COMPANY 23-45 Essex St. Springfield, Mass.

GREAT RESERVOIR SIX TIMES THE CAPACITY OF WACHUSETTS BASIN IN CLINTON PROPOSED

Metropolitan District of Massachusetts Planning to Increase Water Supply by Artificial Lake Covering 39 Square Miles of Territory

Within a very few years, from present appearances, the beautiful valley through which the Swift River meanders on its way to the Connecticut will be changed into a great lake of 400,000,000 gallons capacity and become the largest impounding reservoir in Massachusetts with six times the water volume of the Wachusett storage basin in Clinton.

The conversion of this smiling valley, surrounded by slightly hills, into a great impounding water reservoir for the metropolitan district of Boston will be attended by many political changes. For instance, the entire town and parts of seven others will become the flooring of this proposed artificial lake and miles of railroad and some street railway track will, perforce, disappear beneath the surface of the dimpling waters.

Farms and Forests Inundated
Farms and forests, too, will be inundated and become the homes of fishes instead of men and domestic animals. Some idea of the transformation which will be wrought in that central part of the State when the Legislature finally assents to the ambitious plan for giving Boston and the metropolitan district water sufficient to supply the capital city and its surroundings for many years to come can be had when it is realized that the Swift River Valley impounding reservoir will be a lake covering 39 square miles of territory, a lake about half the size of Lake Winnepegaukee.

Its water-storage capacity may be reckoned another way. H. Goodenough, chief engineer of the Department of Health, had the most to do with the real devising of this proposed plan. Engineer Goodenough says that it will hold water sufficient to equal approximately the amount of water contained in the upper 10 feet in depth of Lake Winnepegaukee.

In terms of money, for that, of course, is one of the primal considerations, the proposed water supply plant will cost about \$50,000,000, though Engineer Goodenough, in his report, made the estimate of \$55,000,000, or more.

Already, in anticipation of the flooding of this valley nestling in the hills to the west of Worcester, many of the people who lived in the villages to be taken, and many, too, of the farmers, have removed their habitations. Many, it is true, removed before the plan came to be definitely considered, following the bent of the cityward bound.

Borings have already been made in various sections of the district which would be flooded when the great dam at the southern end of the valley will have been built. Particularly is this true in the town of Enfield, which will be totally given up to the waters for the supply of the Boston district. Railroad tracks will be torn up, and either laid along other routes or abandoned altogether, which is the most probable. The same will be true of the street railway tracks, although in both cases these changes will not be great nor important.

New State Highways
New state highways will be constructed to skirt the new lake when it has been made to fill its hill-walled basin, for the scenic beauty of the already attractive region will be wonderfully heightened.

What is expected to be a final study and checking up of the plans made by Engineer Goodenough and the Legislative Water Commission in 1919-1922, is now being made by special commission appointed by the

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Sterling Silver
is not as expensive as many people think it is. Well selected silver lasts a lifetime.

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The Lantern Shop
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Catering for Special Occasions

ELI K. TANNER
East St. and Bartlett Ave.
PITTSFIELD, MASS.

**LUNCHEONS BOX LUNCHEONS
AFTERNOON TEA**

Legislature in 1924 to pass finally upon the plans sketched roughly above. This commission is now at work on the fourth floor of the Law-er's Building, No. 11 Beacon Street, Boston. It will report to the Legislature next year.

The plan which, it is expected, will finally be adopted is that of the commission of 1919-22 and provides

for the diversion of the surplus, or freshet, waters of the Ware River to Wachusett reservoir, which has a capacity of 65,000,000 gallons of water, as the first step in the program. The second would be the building of the great Swift River Reservoir, or artificial lake, and for this the village of Enfield would be submerged completely and parts of Dana, New Salem, Pelham, Greenwich, Prescott, Shutesbury and Petersham would be taken. The State will compensate its citizens for every acre of land submerged under the waters of the impounding reservoir to be and, for their dwellings and farm buildings, as well.

The total drainage area of the proposed reservoir above the proposed dam and dam in the Swift River impounding plant would be some 156 square miles. The engineers in charge of the study of the problem have said that the diversion of practically all of the Ware and Swift River waters would provide a sufficient supply for the metropolitan district for a very long time in the future. The engineers say that by diverting the waters of the Ware, Swift and Millers River watersheds, it will be necessary to divert only the flows in excess of 1.2 cubic feet per second per square mile, or about 775,000

gallons of water per square mile each day, in order to meet the requirements of the metropolitan and Worcester districts for many years. The present commission which is checking up the work done by the commission of 1919-22, should be ready to report to the Legislature next year. Charles R. Gow, engineer, president of the Boston City Club and former head of the Boston Chamber of Commerce, is chairman of this latest water supply commission. The other members are George Booth of Worcester and Elbert E. Lechridge of Springfield, the latter chief engineer of the Springfield Water Department and an expert in filtration.

**BILLERICA HAS ITS
"GARDEN SUBURB"**
Among the housing plan developments worked out in Massachusetts the garden suburb scheme as de-

veloped in Great Britain has become noteworthy. The Billerica Garden Suburb Corporation, under the auspices of the Homestead Commission, has built a number of houses on a 55-acre tract, the number of families per acre being limited to five.

Although the town has only a population of 3650 by the last census, approximately 3000 people work in the various plants when they are on full time and the average wage paid to the workers is considerably above the general level for the State.

Considerable real estate development has resulted from the establishment of extensive repair shops by the Boston & Maine Railroad. Aside from these shops Billerica has a number of plants which make washing and bleaching compounds, dyestuffs, woolen goods and chemicals.

Because of its proximity to Lowell the town looks forward to a development similar to that which has taken place in Andover because of its nearness to Lawrence.

UPON receipt of \$1.25 with sample of color or combination of colors, we will send 1 pair of 10-inch DECORATED CANDLES of unusual beauty. WHISTLER ART SHOP, 254 North Street, Pittsfield, Mass.

**George Truitt's
Walk-Over
SHOE STORE**
155 North Street, Pittsfield, Mass.

For Sale—High Acres
A most beautiful spot, in Berkshire Hills, 50 acres excellent soil, farm buildings, gas, water, fruit, 60 acres natural park, 3 trout streams, 4-room summer bungalow, screen porch, mountain view, ideal for author or artist; 8 miles to city, 10 minutes to electric cars. \$3600. B. LONGSTREET, 30 W. Housatonic St., Pittsfield, Mass.

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Oriental Rugs
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See how the Hermann Red X is on the trunk you buy

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Things to make the home beautiful
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PITTSFIELD IS CALLED CAPITAL OF BERKSHIRES

Western Massachusetts Community Factor in Summer Activities

PITTSFIELD, Mass. (Special Correspondence)—Though a center for thriving and important industries—principally electrical, paper and textiles—this city may be called the capital of the Berkshires, as it is especially distinguished for its part in promoting the summer activities of this beautiful and fertile area and

ment of facilities for outdoor recreation. Last year a group of prominent citizens purchased Blythwood farm on Onota Lake and formed the Berkshire Hills Country Club. A golf course is being laid out, under the direction of A. W. Tillinghast, the expert, and it is proposed to have five holes ready for play by July 1, nine by the end of the season, and 18 by next year. Tom Peters, formerly with the Pittsfield Golf Club at Pontonoc Lake, is the professional.

Within the last few weeks a number of private estates in Lenox, amounting to more than 1000 acres, have been bought by the Lenox Palm Beach Development Company. The brick mansion of the Robert W. Patterson place is to be made into a clubhouse, and the former home of Mrs. E. S. Griswold is to be turned into an inn. Howard Cole of Lenox and Florida is a leader in the enterprise, and provisions will be made

generally advancing its welfare and prosperity. Good roads and forestry improvement are objects to which civic leaders are devoting much effort. For many years the citizens of Pittsfield, Lenox, Dalton and other near-by towns have been noted for their large interest in public affairs.

No city of New England has cleaner streets, and there is none where law is better enforced than here. Good hotels have been a strong factor in advancing the interest of the city and section, and the stores here are of a size and character to comport with a much larger municipality. The state census shows a population here of 47,241.

As an electrical center Pittsfield has prospered in an unusual degree during the last decade, and the textile and paper industries of this vicinity have fared much better than the general average in those lines. Prospects for the rest of the year are bright.

An outstanding development of the present time is seen in the improvement of golf, tennis, riding and boating. The club will have access to a beautiful lake.

Much progress in behalf of better highways has been made about Pittsfield in the last few years. An important link of state road between here and Lenox was built last season, and this soon will be extended toward Lee. The route to Albany also has been much improved. The Automobile Club of Berkshire, one of the largest organizations of its

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CORSETS, BRASSIERES
Specifying in return
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Our clientele includes the most discriminating women in the city—and it is in recognition of this that we sell the well-known

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Feminine Footwear**
See the New Summer Styles

ENGLAND BROTHERS
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"125th Anniversary Special"
A two-quire box of
**The Highest Grade
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for Ladies' or Gentlemen's Semi-Business Correspondence.
Send us \$2.00 with your name and address plainly written and we will print and mail a box to you.

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**No-Mend
Silk Hosiery**
in the new Spring shades
12-strand Pure Silk Hose
with mercerized tops
GUARANTEE
"Every Pair Must Satisfy"

Price \$2
Holden & Stone Co.
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Please mention The Christian Science Monitor

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HIGHWAYS OF CONNECTICUT DEVELOPED TO HIGH STANDARDS

Nearly \$9,000,000 Expended by State Last Year in Comparison With \$150,000 in 1895 When Good-Roads Movement Was Started

HARTFORD, Conn. (Special Correspondence)—Connecticut occupies a rather unique and difficult position with relation to its highways. Lying as it does between New York and Boston, two large commercial centers, its highways are used continuously 12 months in a year, carrying not only the pleasure-seeking population, but a large tonnage of freight.

It is interesting to note that during 1895 and 1896, the start of the good roads movement, a total of \$150,000 was appropriated. In 1895, the first year of the movement, the expenditures were \$1,984.47, all administration, incident to organizing the new department.

From 1895 to 1907 the work of the department was confined to what is now termed the state aid system. This is, the State assumed the larger part of the cost of construction of new roads. Until 1907 the State had no control over the maintenance of highways. In 1907 the trunk line act was passed, which originated a trunk line system of highways, the construction and maintenance of which became a direct charge against the State.

At that time, also, the maintenance of all highways built under state aid since 1895 was assumed by the State and the towns were compelled by statute to pay one-quarter of the cost of such maintenance.

The Trunk Line Law
Until the adoption of the trunk line law, the personnel of the highway department on the active pay roll numbered six, which included the Highway Commissioner, the chief clerk, an engineer and assistant engineer, a stenographer and an office boy. This history of the Department since 1897 has been one of increasing activity. At the end of the fiscal year, June 30, 24, the personnel of the department numbered fully 500 and the gross expenditures amounted to \$3,600,000.

It is a long cry from the so-called "patch and plaster plan" of the early days, when the amount of money available made possible only the re-decking of mud holes, the reduction of hills and the cutting back of dangerous corners, together with the construction of small sections of earth or gravel roads.

However, that work showed the value of intelligent road construction, and from that early start has developed the present system of highways in Connecticut, numbering practically 1900 miles.

In the early days, roads were 13 or 14 feet wide, constructed of earth, gravel or water-bound macadam. At the present time no highway on the trunk line system is considered adequate unless it be at least 20 feet wide, and the department has been constructing 36 feet of metal to take care of the increasing traffic on the Boston Post Road running from the State Line at Greenwich to New Haven.

\$36,900,000 Appropriated
Since the inception of the highway department a total of \$36,900,000 has been appropriated by the Legislature for road construction, bridge construction and overhead. Automobile revenue turned over to the highway department since 1903 has aggregated \$23,000,000. The gross expenditures from 1895 until June 30 of 1924 were \$61,000,000.

In the earlier days of the use of motor vehicles it was the custom to store automobiles in the late fall and not resume operation until the late spring. Now traffic demands a 12-month use of the highways. The department now only looks after the roads during the open months but has a thoroughly organized corps to remove the snow from the highways during the winter months.

The Legislature, at the present time, has under discussion the providing for the planting of shade trees along the state highways.

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\$ S 275 at \$1.00—225 at \$1.50
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Summer Homes and Estates
also Furnish Homes for
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Two Ranges in One—Coal and Gas Combination—GLENDWOOD RANGES—MAKE COOKING EASY.

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Beautiful Lustre Ware—Decorated Tea Sets—Imported Vases and Novelties—Artistic Floor and Table Lamps—Framed Pictures

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A Hearty Welcome is Extended
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Very Reasonably Priced
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YOU will find exclusive fashions that take their inspirations from the leading Paris designers, so well reproduced that even the fabrics resemble the imported.

Simple georgette frocks that may rightly claim distinction at the smartest affairs, fashions that reveal the advance summer mode in animated flares and hidden fullness. All are here. And almost every day more new models arrive.

Garment Section—Second Floor

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"Kaltex" ferneries in Sepia walnut and fawn finishes from \$7.00 to \$16.50.
Wood ferneries in mahogany and walnut finishes from \$12.00 to \$25.00.

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DEVELOPMENT OF ELECTRICITY IN MASSACHUSETTS A FACTOR IN ITS INDUSTRIAL PROGRESS

Notable in Advance Made in the Generation of Power Is the Great Plant Which the Edison Company Is Erecting in the Town of Weymouth

Without adequate electric power Massachusetts would hardly hold the high station she now enjoys among the industrial states of the Union, so the electric manufacturing and generating plants of the Commonwealth have seen to it that the development of this great industry has kept pace with the times.

Supplying electricity today is a vastly different proposition than it was 20 years ago. Demand for such service is much greater. The time can easily be recalled when only the well-to-do lighted their homes by electricity. The kerosene lamp was good enough for most. Housewives vigorously wielded the broom. Today she trundles out the electrical sweeper. In the old days she put the flatiron in a row on the stove and waited for them to get hot. Now she puts a plug in the wall and her electric flatiron is presently ready for action with no interruptions for replenishment of heat.

Yesterday one boarded the horse car and jingled to the beach. It is true that many make the trip by automobile now, but there are still trolley cars and lots of them. They are well patronized, and it takes current to make them go. Even the steam lines have electrified sections of their roads.

Changing Times

These are just a few of the devices that mark the changed and constantly changing times. They are almost innumerable in the domestic as well as the industrial field.

Great modern plants have sprung up to generate the electricity for lighting streets of the cities, the homes and to operate these time and labor saving devices that have been brought forth in the name of progress.

Huge factories representing millions of dollars of investment furnish the generators, dynamos, and all other industrial paraphernalia through which power development is manifested.

There are many such plants in Massachusetts, such as the Edison Electric Illuminating Company of Boston, and the General Electric Company, of which system the big plant at West Lynn is a unit.

Particularly notable in point of the progress made in the generation of

power is the new plant of the Edison Company at Weymouth.

This plant, which will be the first central station to utilize commercially a steam pressure of 1200 pounds per square inch, is now in part operation and the first unit is more than 90 per cent completed. It is estimated that within two months the 1200-pound boiler and the remaining work will be completed in the plant itself. Thus end the first stages of a plan to give to New England one of the most modern of electric power plants.

First Power Plant

Thirty-nine years ago last February the Edison Electric Illuminating Company of Boston finished its new power plant in Maymarket Place, the company having been formed three months before. Today is seen at Weymouth a structure which, when completed, will be capable of producing almost twice as much power as the combined present plants. It is said that the boiler room of the Weymouth station will be large enough to build three Filene stores inside of it and still leave room to deposit the Old South Meeting House in the interior.

When completed, the generating station will rank as one of the largest central electric stations in the United States.

Each year new accomplishments are announced in the electrical experimental and manufacturing field. The General Electric Company has been a foremost contributor toward the increase of efficiency in the generation of electric power.

Twenty years ago the efficiency of the conversion of the energy of coal to electricity was a little over 10 per cent. Since that time the efficiency of the turbine has been greatly improved; much larger units have been introduced; higher degree of steam pressure and superheat with better auxiliary conditions have been adopted; so that we now realize an efficiency of 24 1/2 per cent in the conversion of coal to electric power.

Looking forward to the introduction of the mercury boiler and turbine, it is expected that these will further increase the efficiency of this conversion to 33 per cent, or more than three times as much as 20 years ago.

LYNN MAY HAVE MODEL STREET LIGHTS

LYNN, Mass. (Special Correspondence)—Making Lynn one of the best lighted cities in the world and a show place of the electrical industry is the plan of the expert illuminating engineers of the local plant of the General Electric Company, which has been approved by Mayor Harland A. McPheters and the City Council. The proposed new system will increase the intensity of the lighting in the business district and main arteries of travel through the city at least 50 per cent.

An immediate start will be made on the proposition. According to the plan outlined by C. A. B. Halvorsen Jr., chief engineer of the Lynn General Electric, and an expert on artificial illumination, this city will be made a model in lighting for the entire country.

He says the General Electric officials have long realized the need of Lynn, as a home of the electrical industry, having better street lighting. Thousands visited the company's street lighting display at the plant last year, but customers had to be taken elsewhere to see the system in operation.

ESSEX CANAL SURVEY ORDERED

ESSEX, Mass. (Special)—A survey by engineers of the State Division of Waterways has been ordered to determine the amount of work necessary and the probable cost of reopening the old Essex Canal. The canal, constructed nearly a century ago, formed a connecting link between the Ipswich River and the Castle Neck River. For several generations it has been in constant use by fishermen, farmers and shipbuilders. It cut off about 10 1/2 miles for water craft en route between Newburyport and Gloucester and also afforded an inside waterway and safety in storms.

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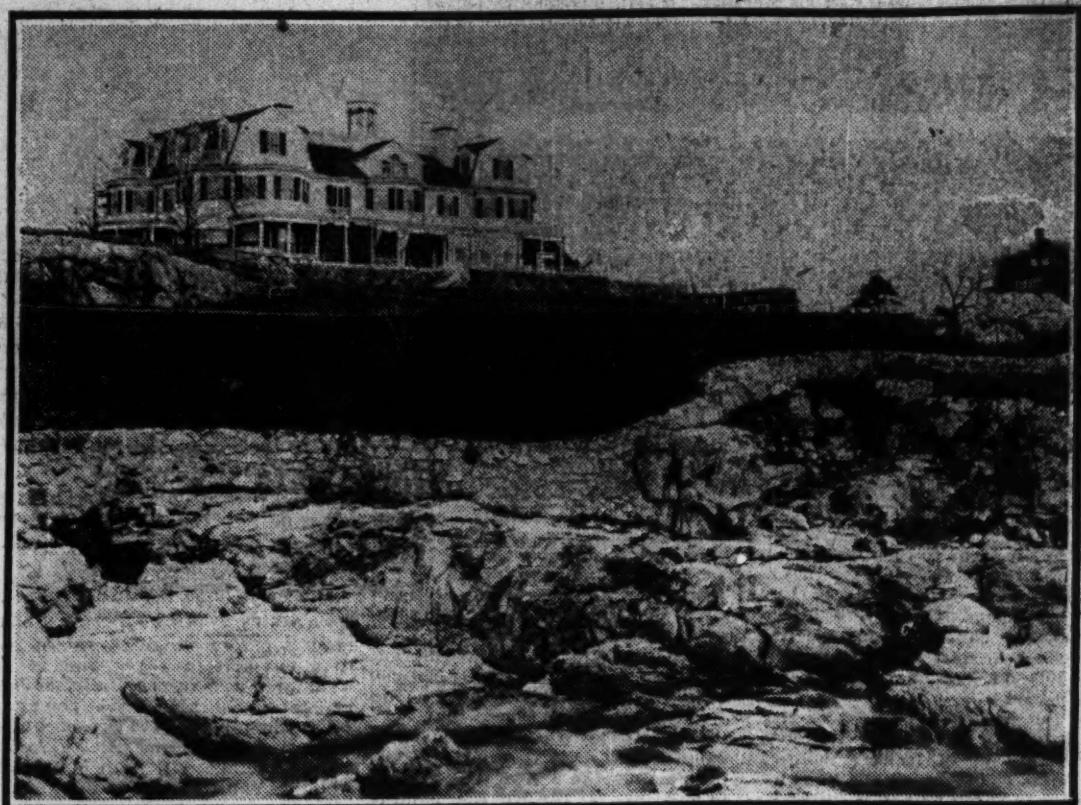
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Facing the Broad Atlantic Stands the Summer White House



From the Plaza of White Court at Swampscott, Mass., President and Mrs. Coolidge Will View Long Stretches of New England Coast.

Massachusetts Is Taking "Firm Steps on Path of Progress"

By GOV. ALVAN T. FULLER

ANY word that I might say to the people of Massachusetts at this time would fall short of the mark did I not express my appreciation of the co-operation thus far shown me by those whom I have the honor to serve. I feel that the people of this State are one with me in efforts to bring about reforms necessary to the welfare of the Commonwealth.

While many of our hopes are yet to be fulfilled, we have recently taken firm steps along the path of progress. It is in the very nature of Massachusetts that she develop her opportunities for good and keep abreast of her ideals. While government today has become a much more complex matter and new problems have arisen, Massachusetts has never hesitated to meet all issues squarely.

In the first place, we should be glad that we have the industries we have and that they are in the fundamentally sound condition we find them in. They are strong, for the world knows Massachusetts' products are of the highest quality. As for opportunities for future development, there is much that can be accomplished in fruit raising and agriculture. The fishing industry, too, can be stimulated by better merchandising and distribution methods. General business and manufacturing in Massachusetts should be materially increased in the next few years.

We have reached within the past few months a practical solution of a substantial part of the problem presented by commercial disputes arising out of contract. This makes possible speedy settlement of disagreements by men familiar with the nature and details of the business in dispute.

Yet, in this field there are still evils to be corrected, and we must not relax our vigilance. Laws should be further strengthened and receivership practices revamped so that dishonest brokers may be put out of business permanently and not be permitted to return to the field to prey further on investors.

These are a few of the achievements we should be grateful for, and in the meantime let us face the future with every confidence of prosperity and reliance on a traditional rectitude that will enable us to meet successfully all social and moral issues that are presenting themselves today.

dent was made by the Chamber of Commerce some time ago and from the outset it was understood that it was looked upon with favor at Washington. The location is in the heart of Lynn and is about three miles from White Court, the residence at Little's Point, Swampscott, which has been placed at the disposal of President and Mrs. Coolidge by Frank W. Stearns, an intimate friend of the Coolidge family.

In addition to the five large rooms occupied by the Chamber there is a large directors' room which affords adequate accommodations for the executive staff. Should the President finally decide to accept the offer of these quarters the Chamber will take up temporary headquarters elsewhere.

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NEW RECORDS ARE FORECAST FOR NEW ENGLAND FISHING

Receipts at the South Boston Pier Are Running Far Ahead of Last Year, the Catch of Fresh Mackerel Is Nearly Double Up to the Present Time

With receipts of fresh groundfish at the South Boston Pier for this far this year running far ahead of the corresponding period of last year, the catch of fresh mackerel by the southern fleet, consisting mostly of New England vessels, nearly double what it was a year ago, together with the preparations of the swordfish fleet for the summer season, indications for the fishing industry for the current calendar year point to new records being made. All of the scores of fishing settlements along the New England coast reflect the activity, with the fishermen who are not at sea, preparing for a cruise to the nearest banks or engaged in fitting out their vessels for swordfish.

Groundfish receipts at the South Boston Fish Pier, from Jan. 1 to May 1, amounted to 60,989,530 pounds landed from 1306 arrivals, compared with 47,034,970 pounds, and 1075 arrivals for the similar period of 1922. During the entire year of 1924, the receipts were 130,966,256 pounds, valued at \$5,401,530, which represents the sum received by the fishermen. The previous year, 1923, receipts were 124,215,034 pounds, valued at \$5,433,731.

Mackerel fishing has only recently begun for the summer, with a large fleet of Gloucester and Boston vessels operating in southern waters, and following the mackerel in their northward journey, as the season advances. Receipts thus far this year amount to 11,634 barrels, compared with 6234 barrels for the corresponding period a year ago, 2897 barrels for 1923 and 6144 barrels for 1922.

Schools of Mackerel

In another month the mackerel will be schooling off Massachusetts, and the fleet follows them farther north until in the early fall they are

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LYNN CHAMBER OF COMMERCE LYNN, MASS.

pounds, for which the fishermen received \$1,944,476, compared with \$5,029,846 pounds in 1923 worth \$910,789. Portland, Me., with a fleet of 51 vessels, is also supplied by vessels hailing from other Maine ports, and receipts there in 1924 were 15,136,015 pounds fresh fish, having a value of \$540,896. This compares with 15,494,557 pounds, worth \$706,684 in 1923.

All three ports together received a total of 182,948,194 pounds of fresh fish for which the fishermen received \$6,992,852 during 1924. Supply has become the subject of federal investigation, and scores of cod and haddock were captured and tagged with metal tabs by government vessels during the past two years. A bounty of 25 cents each was paid to fishermen for returning any of these tags captured and giving data as to when and where they were found. This has helped to give more detailed information as to the habits of these fish.

Halibut has also decreased in the north Atlantic in recent years, and Secretary of Commerce Herbert Hoover has been working for some time on a conservation program for this and other varieties. Records show that in 1879 a total of 14,637,000 pounds of halibut was produced in the Atlantic halibut fisheries. In 1917 the amount was 1,166,064 pounds. This was exceeded in 1922 by receipts of 5,624,148 pounds.

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LYNN CHAMBER OF COMMERCE LYNN, MASS.

Motor Bus Transportation Develops in Massachusetts

Pleasant Method of Traveling Is Furnishing a Different Form of Transportation Which Is Pleasing the Public

By DAY BAKER

Legislative Agent of the Motor Vehicle Conference Committee of the United States

Comparatively few citizens realize the dependence which the traveling public is placing in that new, at least in Massachusetts, form of transportation—the motor coach and bus.

This method of handling passengers, however, is by no means really new, for more than a decade ago the street railway company of Rio Janeiro, Brazil, became convinced that it was desirable to have some economical form of supplementing rail lines beyond their terminals. The General Vehicle Company of New York furnished the running gears and the J. B. Brill Company of Philadelphia equipped them with 24-seat bus bodies, quite similar to those in use today by the street railway bus lines, and these busses were operated as feeders to the rail lines exactly as some of the large street railway companies are now doing in this State.

Bus Feeder System

This bus feeder system for street railways was in operation 10 years ago in Brazil and was declared a success. The Fifth Avenue Coach Line in New York has been operating for over 10 years and has become an integral part of that city's transportation system. The busses of London, England, might be cited as another example of successful bus operation.

For many years motor coaches and busses have been in successful operation in a number of western states, and it is now possible to travel over the entire length of the Pacific Coast from San Francisco, Los Angeles and San Diego at the Mexican line, some 1200 miles. The experience gained by the people of the western states has enabled them to formulate desirable and workable laws, and to designate suitable transport commissions to handle this business. In the recent mode of travel, which is now becoming extremely popular in the east.

NEW ENGLAND BANK BUSINESS ADVANCED FAR IN 70 YEARS

(Continued From Page 13)

democratic sort of chap. Bank stocks here, as well as in England, are quite widely held, and stockholders' lists are steadily growing.

That first bank, "the Old Massachusetts," had no competition for eight years. Today, the big banking systems are vying with each other to see which can offer the most service to the public, and competition for deposits is as keen as it is the race for orders in the commercial or manufacturing fields.

In those primitive days, banking was based chiefly on real estate. Now the basis of our currency is either in specie or in title to those goods or commodities which, in a highly developed community, constitute the most desirable form of security. Originally the bank performed but one function—that of lending money on security. Today the large institution engages in manifold activities, and has various departments, each with its corps of experts or specialists.

There is the general banking department, the trust department, which will execute corporate and individual trusts and care for valuables; the savings department; the transfer department, which will transfer stocks and bonds; the tax department, which will advise as to taxes; the statistical, the credit, the foreign, the security, and the industrial service departments, and safe deposit vaults.

A Versatile Entity

The bank of today is a versatile entity whose interests extend out like spokes from a hub into every corner of the community. Its officers study railroad, law, foreign commerce,

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the shoe, clothing and textile industries, the needs of coal, power and light corporations and, in fact, about every activity engaged in by man. They must do so because sooner or later these interests or corporations will be in need of money or credit, neither of which can be advanced without knowledge on the part of the bank of the conditions which will make that credit secure.

The tremendous growth of New England industry, as evidenced in the last decade, is graphically illustrated by the increase in the loans and investments made by the member banks in the First Federal Reserve District. This figure which, on Dec. 31, 1914, stood at \$696,293,000, had jumped by Dec. 31, 1924, to the huge total of \$2,172,293,000. Gross deposits 10 years ago were \$622,561,000 and at the end of 1924 they reached \$2,225,584,000.

The trust companies of New England are numerous and very strong. 296 of these reporting for 1924 and showing an aggregate of loans, notes and mortgages outstanding of \$902,-

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220,000. Trust companies' resources have more than doubled in the last eight years and about trebled in the last 12 years. For the country as a whole, their resources as of June 30, 1924, totaled \$16,000,000,000, a gain of 11 per cent over 1923, while their deposits were in excess of \$13,200,000,000.

Of particular interest is the showing made in the savings of the people in New England. In the last five years there has been a 39 per cent gain in total deposits of 455 banks, which at the end of last year had on deposit \$2,736,100,000. Of this amount, mutual savings banks had \$2,161,400,000, in which the gain was 31 per cent, while national and trust companies had \$574,700,000, in which the gain was 78 per cent.

Gain of 20 Per Cent
There was a gain of 20 per cent in the total number of accounts to \$52,779. The trust companies here also made the most rapid increase, showing a gain in number over the period of 64 per cent, contrasted with only a 10 per cent gain by the savings banks.

The average account in representative New England mutual savings banks on Dec. 31, 1924, was \$569 and in commercial banks savings departments \$446. For mutual savings banks alone, Maine has the smallest average, while Connecticut has the smallest for savings departments of commercial banks. Rhode Island has the largest averages, \$712 and \$845 respectively, doubtless due to the absence of legislative restrictions. Massachusetts shows about \$560 and \$400 respectively in the two classes of savings accounts.

Estimated deposits in all banks of New England at the present time total approximately \$4,600,000,000, of which amount metropolitan Boston's share is \$1,794,000,000. An idea of New England's proportion of the country's wealth is had by noting that estimated deposits in all the 29,465 banking institutions of the country as of March 31, 1924, totaled \$46,991,000,000. The total banking power of the country as of June 30, 1924, is put at \$56,446,500,000, which was \$3,163,700,000 greater than the year previous.

Centralization Trend
The banks in New England are steadily diminishing in number, which

indicates the trend toward centralization. The banks are merging or absorbing smaller ones and using them as branch offices. There were in New England 1121 banks in 1921 reporting to the Federal Reserve Bank, 1088 in 1922, 1060 in 1923, and 1049 as of June 30, 1924.

Not the least of the services that the big banks perform for the community is that of issuing monthly statements of industrial and financial conditions. New England is fortunate in having several such reviews which are considered among the best in the country. The current issues show that in a broad way there has been

some improvement in many of the New England industries.

Indicative of the growth of trade in this section in the last decade is the volume of clearings for the First (Boston) Federal Reserve District. In 1914, these totaled \$7,817,000,000, rising to \$18,817,000,000 in 1920 and reaching \$19,310,000,000 in 1924.

Substantiating the statement that business this year is gradually improving since the first of the year are the clearings for the first four months of 1925. In January, these were \$2,059,000,000, February \$1,692,000,000, March \$1,764,000,000, and April \$1,828,000,000.

As early as May, 1740, the Massachusetts General Court passed an order to encourage manufacturing and this is believed to be the first official attention given to textile manufacturing in the New England states. About three years later a fulfilling mill was started in Rowley, Mass., now Ipswich, this being the first cloth mill built in the United States. Shortly afterward, John Cornish, a comb, weaver, dyer and fuller, who lived in Boston, established the first worsted mill, with two combs, four looms and two dye furnaces, besides a fulling mill.

The first woolen mill to be operated successfully by power was that at Byfield, Mass., which was established in 1794 by John and Arthur Schofield. It was not strange that the development of wool manufacturing in New England, with its wealth of water power should be rapid, and so it is but the logical sequence of events that today New England has something like 60 per cent of the

looms of the country and 50 per cent of the cards.

The development of the wool manufacturing industry in New England was clearly set forth a few years ago in an address by Franklin W. Hobbs of the Arlington Mills, in which he said, "I know of no more forceful way to show the development of the industry than this: my great grandfather testified that in 1827 he 'manufactured about 51,000 pounds of wool' and his mill, for those days was a fair-sized and very successful one. The mill with which I am connected manufactures that much wool every five hours, day and night. Considering the great progress of the world, I wonder what our great

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New Maine Exposition Building to Be Built of Maine Material

Structure to Be Erected on Grounds at Springfield, Mass., to Be Reminder of Old New England Types of Colonial Architecture

PORTLAND, Me. (Special Correspondence)—The State of Maine Building, to be erected on the grounds of the Eastern States Exposition in Springfield, Mass., will be constructed of Maine bricks, with trimmings of Maine granite and Maine cast stone. All lumber entering into interior construction will be of Maine pine and spruce. The floors will be of Maine tiles and the roof covered with Maine slate.

The general design of the front of the building will be reminiscent of old New England types of colonial architecture, four tall colonial columns supporting the pediment above the porch entrance. The word "Maine" and the State seal will adorn the pediment. This seal, three feet in diameter, will be painted (the Portland School of Fine Arts. Students of that institution will also furnish for the panels in the exhibition hall mural paintings depicting epochs of Maine history.

The building will be 74 feet wide and 105 feet deep. The front section, 15 feet in depth, will be of two stories; the remaining 90 feet of one story, and devoted exclusively to exhibition purposes. This exhibition space will be 18 feet in the clear, lighted by trunk skylights and large, high windows, the flat roof supported by posts and heavy steel beams.

The site, just north of the Massachusetts State Building, has a frontage of 125 feet and a depth of 256 feet. A frontage depth of 60 feet has been reserved for an old-fashioned garden, to be inclosed by a typical New England white picket fence. The garden will be planted with Maine pines and evergreens and with perennials that will be in bloom in September, the exposition month.

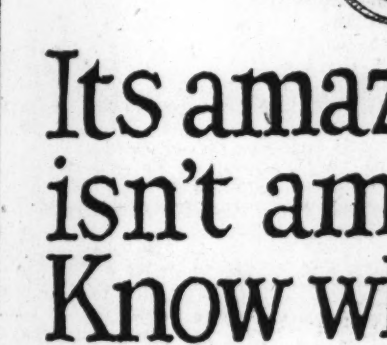
Many of the materials to be used in the construction of the building will be donated by public-spirited citizens and firms in Maine. The total cost of the building and equipment will be \$50,000, of which amount the Maine Legislature appropriated \$25,000 and the Maine State Chamber of Commerce raised a like amount by public subscription.

SALEM TO DEVELOP GREAT POWER PLANT

SALEM, Mass. (Special Correspondence)—The development of a 10-acre area of wharves and flats at the site of \$10,000,000 super power electrical plant, which is expected to be completed within the next two years, will undoubtedly mark the beginning of an extensive industrial development along the Salem waterfront, in the opinion of Jeremiah Campbell, resident engineer in charge of the construction of the Salem Terminal Company's big plant. This future development of Salem's famous waterfront, will include Derby wharf and others, which played so prominent a part in the early days of East India trade, when local ships traversed the seven seas.

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LITTLE RHODE ISLAND LARGE IN ITS INDUSTRIAL PRODUCT

Magnitude of Output From Factories and Mills of the "Pocket Handkerchief of Union" Shown in Textile, Jewelry and Other Manufactures

PROVIDENCE, R. I. (Special Correspondence)—Persons who are given to thinking simply that Rhode Island is "the pocket handkerchief of the Union," seldom get the glint of romance or gauge adequately the magnitude of this diminutive State's industry, but none, on seeing, conceal amazement.

Down the courses of the two rivers, Pawtuxet and Blackstone, which are funneled into the sea by the valleys which bear their names, there is hardly a waterfall but what has a romance of early industry to tell. The water which drips down from the snows of Canadian and northern New England mountains has been grinding out new wealth since the early days of the Nation. The impounding of these waters again and again until they converge, at the head of Narragansett Bay, was natural enough, and it was just as natural that Providence, like a mighty dam, should stretch across them at their mouths, receiving the treasure that their energies created and becoming an important American city.

Industrial Employment
From its advantages for production and distribution, it has come to be said of Rhode Island that it furnishes industrial employment to a greater proportion of its population than any other State in the Union. Possibly explained by the logic expressed in "all work and no play makes Jack a dull boy," is the fact that the State has had the highest rate of illiteracy of any in the Union, but mill and factory owners, warned against "a mechanical civilization," have come to see where they may take a share and are aiding.

Big strikes which had inception in mill communities, brought lessons in abundance to both mill-owners and mill hands, but, while strike news makes the deepest imprint there are scores of mills, never heard of, where strikes are not known. In these communities the intelligent employment policy has displaced the tyrannical mill-agent.

"The menace of southern competition," has been forgotten. Some companies have established branches in the south, but mostly those producing goods requiring no great amount of skilled labor.

Textile industries employ an aggregate of 86,460 persons, constituting the principal item of industry for Rhode Island. It is estimated that they produce annually goods to the aggregate value of \$370,000,000.

Cotton Textiles
Some 35,000 operatives are employed on cotton textiles in 200 different plants, which are estimated to process upwards of \$40,000,000 in raw material each normal year with a total value of product estimated at \$100,000,000.

At Pawtucket, in the Blackstone Valley, the first cotton mill in America was erected in 1790. The Samuel Slater mill still stands there, a memorial to an industrial pioneer and a museum of significance to cotton textile history. Here may be seen the romance of cotton manufacturing from the first American spindle down to the time that the State may boast, now, 2,750,000 spindles.

The same advances accruing to the cotton industry built up the

woolen and worsted manufacturing, the second in dimension of the State's industry. Approximately 25,000 persons are employed by it. It is estimated that they produce annually goods to the value of \$75,000,000. The earliest records of the woolen industry date back to 1804.

Jewelry manufacturing has held for a long time fourth place in the grading of industries. The entire gamut, from the "trashiest" of trinkets, dropping from automatic machines by the barrelful, to the finest designs for precious metals and stones, provides employment for 20,000 persons.

About 300 factories center around the city of Providence. Here Nehemiah and Seril Dodge, brothers, set up the first factory in 1794 and Thomas H. Lowe first made rolled plate or "sweet" plate, as it was called then, in 1850. One of the finest developed departments of the Rhode Island School of Design is the jewelry and silversmithing section where are trained men and women for the higher branches of the art.

Production of Machine Tools
While the jewelry industry is sensitive to fads, whims, seasonal trade and is at present undergoing depression, the metal trades, boasting the production of articles which go to the far ends of the earth, hold fast to a place among the country's leaders. The state ranks sixth in the American Union for the production of machine tools. The Brown & Sharpe Manufacturing Company, operating the largest machine shop in the world, makes instruments, precision and measuring tools and machines.

The Nicholson File Company, claimed also to be the leading file makers of the world, packs files for trade in every country, even to cases padded on the outside to be carried mule-back over African, Asiatic and South American mountains. The American Screw Company, largest producer of wood screws, have a big plant in Providence.

Metal trades are estimated to furnish employment to 50,000 Rhode Islanders, whose products attain an estimated value of \$60,000,000 in the course of a normal year. Ten Rhode Island plants in 1923, according to Federal census figures, produced metal tools valued at \$10,393,185, or 7.6 per cent. of the country's total.

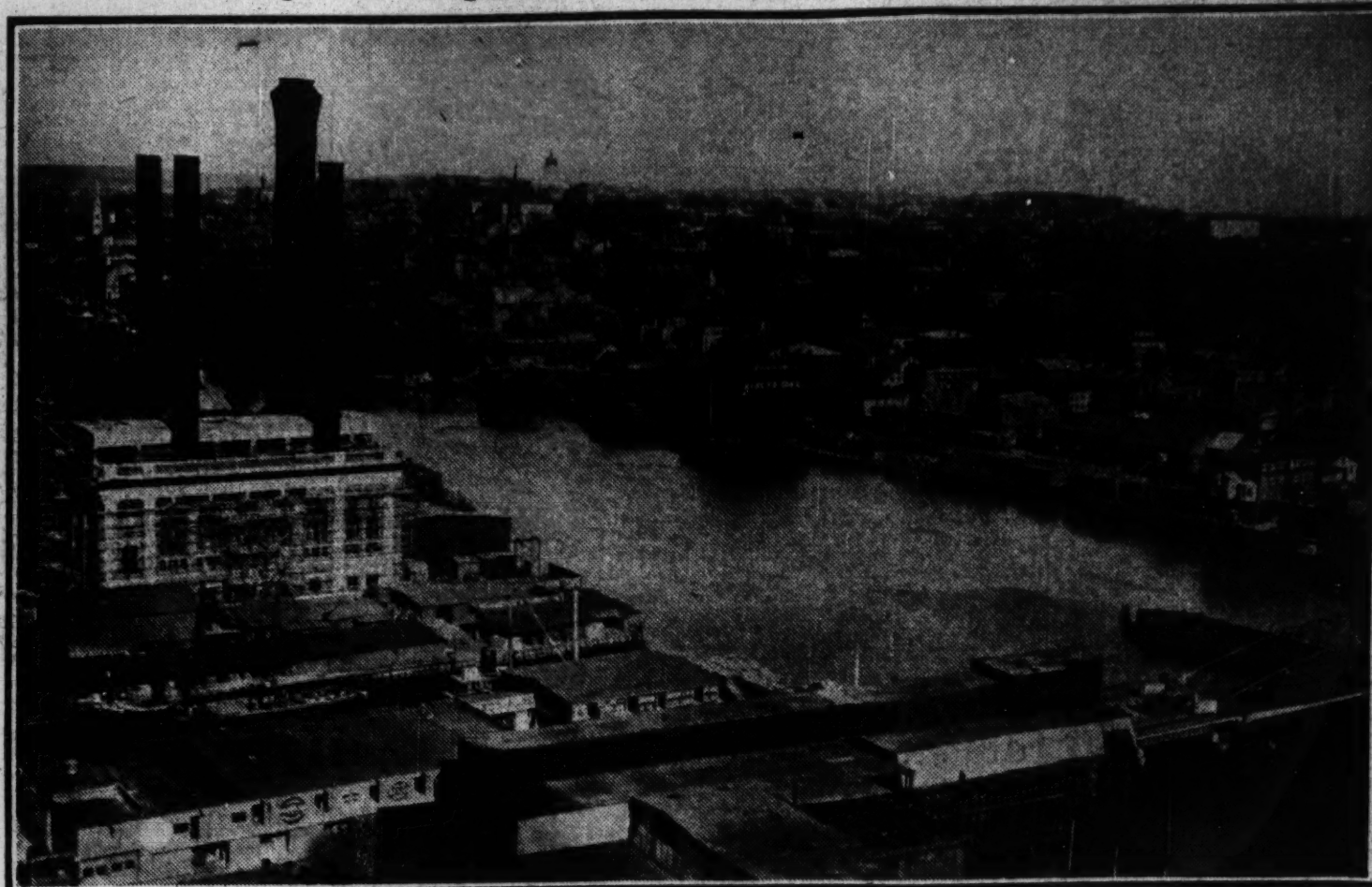
Bristol is the big plant of the United States Rubber Company, employing about 4000 hands. Smaller plants are situated in or near Woonsocket.

At the opposite end of the State, in the southwest corner, at Westerly, are the granite quarries for which this section is noted. Many fine works in memorial and industrial construction are turned out there.

Newport, the island city at the mouth of Narragansett Bay, is chiefly noted industrially for its naval shops and laboratories, furnishing employment to many skilled engineers and mechanics. It is a base for fishing fleets, while beyond is the oceanic town of New Shoreham, popularly known as Block Island to vacationists, where for years fishing has been the native's principal occupation.

There is hardly a state in the Union with as industrial diversity so wide and so seeming with romance.

Connecting New England's Second City With Ports of the World



View of Providence Upper Harbor Showing a Large Portion of the City in the Background.

\$1,000,000 IN RECLAIMED LAND FACTOR IN PORT DEVELOPMENT

Providence Receiving Large Shipments of Goods From Pacific Coast and Overseas as Result of Progressive Harbor Improvement Policy

PROVIDENCE, R. I. (Special Correspondence)—The salient feature of port development here within the last few weeks has been the completion of a plan of several years standing, which has reclaimed now approximately \$1,000,000 worth of land. More of this land is to be reclaimed, but the importance of the process is shown, whereas the wisdom of it was for a long time questioned, by the fact that it is practically all being utilized.

Harbor development got its most serious set-back a decade ago from the belief on the part of substantial and well-meaning citizens, who doubted if business could be found to utilize proposed advantages. In every instance it has been shown here that this belief was ill-founded.

Both the big State Pier in this port and the State Pier at Pawtucket and the municipal sea wall have passed beyond the experimental stage. Ample room for development of plans for channel-side and rail connected plant sites has been provided for in the city's protection of the reclamation work. This has been going on steadily at Field's Point, where Providence residents take great pride in pointing out that "the largest lumber pile in New England now stands on the site of the shore dinner pavilion which once made Field's Point famous."

Marshes Filled In
Acres of land here were debarricaded from profitable use by marshes on one side and mountainous sand dunes on the other. By means of hydraulic excavation the marshes were filled in as the hills were cut down.

The E. P. Dutton Lumber Corporation, which found a site here for its business with facilities to handle the big cargoes of steamships from the Pacific coast lumber stands, has developed a New England trade in addition to that it commanded from offices and plant at Poughkeepsie, N. Y. With the Dutton interests bringing lumber 6000 miles via the Panama Canal and cutting freight rates in two, was offered the finest opportunity for trade. Puget Sound canneries, vineyards, orchards and ranches began furnishing "filler" cargoes for the space that the lumber could not fill in the big steamships.

Flour flows now from new wheat fields into Rhode Island ovens and silk from Japan comes to mills without handling and rehandling with added expense incidental.

Pig iron consignments from Norway within the past few months have found their way into port at advantageous rates for unloading and freightage.

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Mills and factories in this State have come to find more direct routes of supplying trade through return shipments. These Rhode Island plants which send products into the far-corners of the world get service too from the transatlantic liners which call at the State Pier, where passenger and freight facilities are provided.

Among the city-financed projects at Field's Point to increase benefits to shippers is a \$60,000 steel freight storage building the contract for which is soon to be let.

Many Oil Companies
Since the establishment of a refining and distributing plant by the Standard Oil Company of New York on the opposite side of the harbor from Field's Point 10 years ago, seven oil companies have come to the port to take advantage of facilities offered for supplying their New England trade. The last is the Sun Oil Company, which is completing a storage and distributing plant on the Providence side of the harbor.

Nearly all of these companies have doubled or more than doubled capacity in comparison with their original plants. Visible on either side of the river are the stations of these companies, those of the Texas Company, the Gulf Refining Company, the Atlantic Refining Company, the Mexican Petroleum Company and the Pan-American Oil Company each among clusters of tanks holding thousands of barrels of oil.

From the small beginnings made with the building of the State Pier 15 years ago and the city sea-wall later, port receipts have increased enormously. The effect of incoming business is reflected even into the invoices for 1925.

An increase for the first three months of this year is shown to be 20 per cent over the corresponding period in 1924. Water-borne freight in the first quarter of this year totaled 862,446 tons, which was 150,000 greater than for the first quarter in 1924.

Coal cargoes in the first quarter of this year totaled 431,000 tons as against 329,000 for the first quarter last year. General merchandise totaled 75,000 tons, in comparison with 51,000 in the first three months last year.

The receipts in lumber for January, February, and March of this year total 25,600,000 feet, inclusive of timber, boarding, and shingles. The single item to show a falling off this year was oil, which in the first quarter dropped from \$5,500,000 to \$6,900,000 gallons.

Dredging to increase channel depths, landings, storage, and transshipping machinery resources are available to bring big ventures, but serve also to accommodate such traffic as that demanded by the Ford Motor Company. It has for some time been shipping cars from Bayonne, N. J., direct to distributing agencies here, and one of the sights of a day's water-front pilgrimage is to see a Ford, hoisted up to the gang plank, rolled down by gravity to get its first "gallon of gas" and run off under its own power to be sold.

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Newport Is Bestirring Itself for Arrival of 'Summer Folks'

"Ten-Mile Drive" Shortly to Bloom for the Delight of the Tourist—Block Island and Other Rhode Island Resorts Making Ready for the Season

NEWPORT, R. I. (Special Correspondence)—Newport, "the playground of millionaires," is aptly termed and vies with Block Island, lying in the Atlantic Ocean between the Massachusetts shore and Long Island, for a place among the greatest of American vacation grounds.

At Newport work is in preparation for opening the magnificent summer homes, which border the water front and make fine spectacles in architectural construction and landscape gardening. The "Ten Mile Drive," will shortly bloom for the edification of the tourist. The naval and army bases with distinguished officers, the ships in gala dress and the quaint little city by the sea have a charm that has endured for many years.

Newport is bestirring itself to unusual degree of activity. It has a big hotel in the making. Once, with Providence, a capital of the State, it still preserves the old State House, and has been apportioned the finances by legislative act for building a new courthouse. In the city, founded in 1639, are the oldest church edifices on American soil, and the "Old Mill," which, legend has it, was built by the Norsemen, and is variously said to have been a watch tower in revolutionary times.

Bristol Bay, the Mecca of yachtsmen, where were launched the successful America's cup defenders, is but one of scores of sights along the shore places with which the Rhode Island map abounds. Block Island, in which the town government of New Shoreham functions, offers fine advantages for bathing, boating and fishing, with both commodious hotel and cottage accommodations.

At the extreme eastern tip of the State's geography, jutting out into the Atlantic is Seacombe Point and the town of Little Compton. In itself a natural playground. Shore and wood attractions are prolific. Philip F. Wilbur, state auditor, has a 70-acre wood land tract here, dedicated to public use.

At the western end of the shore line is Watch Hill, accessible from Westerly, where exclusive summer life is afforded. Charlestown Beach and Point Judith, replete with romance, are on the route into Narragansett Bay, where is Narragansett Pier, celebrated as a summer resort. Foremost Americans in all walks of life have had homes adjacent to Newport and these latter points for years.

Pony polo matches are among the varied attractions at the Pier.

WINTER SPORTS INCREASE
CONCORD, N. H. (Special)—New Hampshire so long has been looked upon by pleasure-seekers as an ideal summer state that its winter attractions have been lost sight of. As a matter of fact the winter sports possibilities are drawing a larger number. Dartmouth and Newport carnivals are taking on added importance. The Dartmouth and Newport carnivals now rank as the leading ones, but in scores of towns there are smaller and no less enjoyable and invigorating festivals.

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CONNECTICUT CLAIMS IMPORTANT PART IN NATION'S DEVELOPMENT

Little State With More Than 4000 Manufacturing Plants Finds Descendants of Its Founders All Through the Central or Middle West

HARTFORD, Conn. (Special Correspondence)—A space on the map of the United States, approximating a 200-mile-wide strip and reaching from Rhode Island to the Mississippi, might well represent Connecticut, for this State, although geographically small, claims a large part in the populating and growth of the Nation. Descendants of its founders, following the pioneer urge, branched out to the north and south, but the most of them followed paths westward. Today many cities and towns in the central or middle west claim relationship, at least by establishment, with some town or city in Connecticut.

The constitution of Connecticut also has played a major part in the development of the Nation. It is a common saying that it has been the pattern for more state constitutions than any other document in existence. Its admirers assert that it had considerable part in the forming of the national constitution.

It was one of the first documents of its kind written and subscribed to by any of the early colonies. The first draft, which, with the allied King's patent or charter of the Colony of Connecticut, was prominent in the first movements of independence of the colonies, later proved the model for the present state constitution, which was drawn up in 1818.

Winthrop First Governor. Such men as John Winthrop, the first Governor; Captain John Mason, the first military head of the colony; Thomas Hooker, writer, preacher and statesman; Henry, Woolcot, Henry Clerke, Richard Treat, and others connected with the original draft were the forerunners of a long line of illustrious statesmen, military leaders, patriots, writers, and inventors who have added to the glory of the State.

Connecticut is essentially a manufacturing state. Within its borders are 4200 plants manufacturing a greater diversity of articles than is probably manufactured in any territory of similar size in the world. Practically all kinds and qualities of textiles are produced here, more hardware is turned out in the factories of the State than in any other state and the yearly output of tools, farm machinery, furniture, and other manufactured articles of commerce is enormous. The brass factories of Bridgeport, Waterbury, and other Connecticut cities handle almost the entire output of the country. Only recently has any competition been offered to Connecticut-manufactured brass products.

Working in the factories of the State are about 350,000 persons. About 100,000 of these are women. These figures do not include the employees in 671 bakeries and a large number of brick industries. Practically every nationality is represented in these groups. About 58 per cent are English-speaking, and an additional 28 per cent understand English.

Large Savings in Ranks. The workers in these industries appear to be thrifty, for they form a large percentage of the \$60,000 savings accounts in the banks of the State with total deposits of more than \$480,000,000. These figures cover only the savings banks, which are perhaps the best medium for showing the savings of the people. The accounts range from \$5 up to \$10,000. The report of conditions for 1924 shows an increase of \$37,100,000. In addition, 37 building and loan associations, which are supported principally by the working classes, had total assets of \$14,193,309.

The chief topographical features of the State are the three great river valleys, the Connecticut, the Thames and the Housatonic, which occupy most of the territory. The Berkshire Hills of Massachusetts are continued through the northwestern section of Connecticut, but gradually sink into rolling plains before reaching Long Island Sound. A number of rocky points break the shore line and sandy beaches are numerous. These are utilized mainly as recreation points. A succession of small islands skirts the shore on which are many summer homes and resorts.

Most of the valley soil is very fertile and is the means of supplying a large variety of agricultural products. Hay is the most valuable crop but corn, oats, rye and potatoes are grown abundantly and market gardening is a profitable industry because of the proximity to market centers.

Agricultural Products. The annual yield of hay is about 554,000 tons, about 3,200,000 bushels of corn are produced and potatoes total above 1,600,000 bushels. Extensive fruit orchards are maintained.

The hill sections are traversed by numerous small streams and comprise much rich pasture land. Dairy products yield more than \$600,000,000.

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annually. Fancy stock raising and the poultry industry are also a considerable item in the State's farming. The mineral products are confined chiefly to feldspar, lime, slates, cement rock and flagstone, but building stone is quarried in large quantities. Iron mines have been worked on a comparatively small scale at Salisbury since 1732.

The State has ample transportation facilities by rail, motor transport and water. The Connecticut River is navigable as far as Hartford, about half way up the State. New Haven, Bridgeport and New London are centers of an active coast line commerce, a United States naval base being maintained at the latter city.

Along the shore there are about 100,000 acres of oyster beds, a considerable traffic in oysters being carried on with New York City. The lobster fishing industry is also a source of much revenue, and is being largely developed through conservation and propagation projects by the State.

Connecticut shares with New York and Massachusetts the distinction of being leaders in the educational field. Her pre-eminence is to a large measure due to Yale and Wesleyan Universities. Contributing factors are Trinity College at Hartford, the Connecticut Agricultural College, the Connecticut College for Women at New London, numerous academies for both boys and girls, and four principal state normal schools besides a system of high and elementary schools all of high grade.

GREATER FARM OUTPUT IS SEEN

Connecticut Agricultural Economist Finds Buying Power Has Improved

STORR, Conn. (Special Correspondence)—With prospects of improved business conditions and improved buying power among consumers, the general outlook for Connecticut agriculture is good, said Prof. I. G. Davis, at the head of the agricultural economics department of the Connecticut Agricultural College, to a representative of The Christian Science Monitor. He continued:

Connecticut shares with Vermont the honor of having the only expanding dairy industry in New England. The favorable condition of Connecticut's dairy industry is due to the sound and able merchandising policy of its co-operative marketing association, the Connecticut Milk Producers Association. Consumers' demand and good will have been developed for the Connecticut produce and every effort has been made to build up simultaneously high quality products and the demand for a high quality product.

The producers' association has shown no inclination to duplicate the service of existing middlemen but has won their good will and hearty co-operation. The association has further recognized that it does not possess the power to raise prices higher than the conditions of supply and demand warrant. The development of the industry is therefore, based on increasing demand for better quality dairy products of local production.

The poultry industry of the state has made rapid growth in the last four or five years. It is growth, too, that hinges on increasing demand for high grade products.

Taking the outlook for Connecticut agriculture as a whole, it may be said that the farmers' profits are probably more largely dependent on the condition of employment and wages in Connecticut industry than upon any other single factor, and with the industrial outlook favorable, the farmer's present and prospective position is good.

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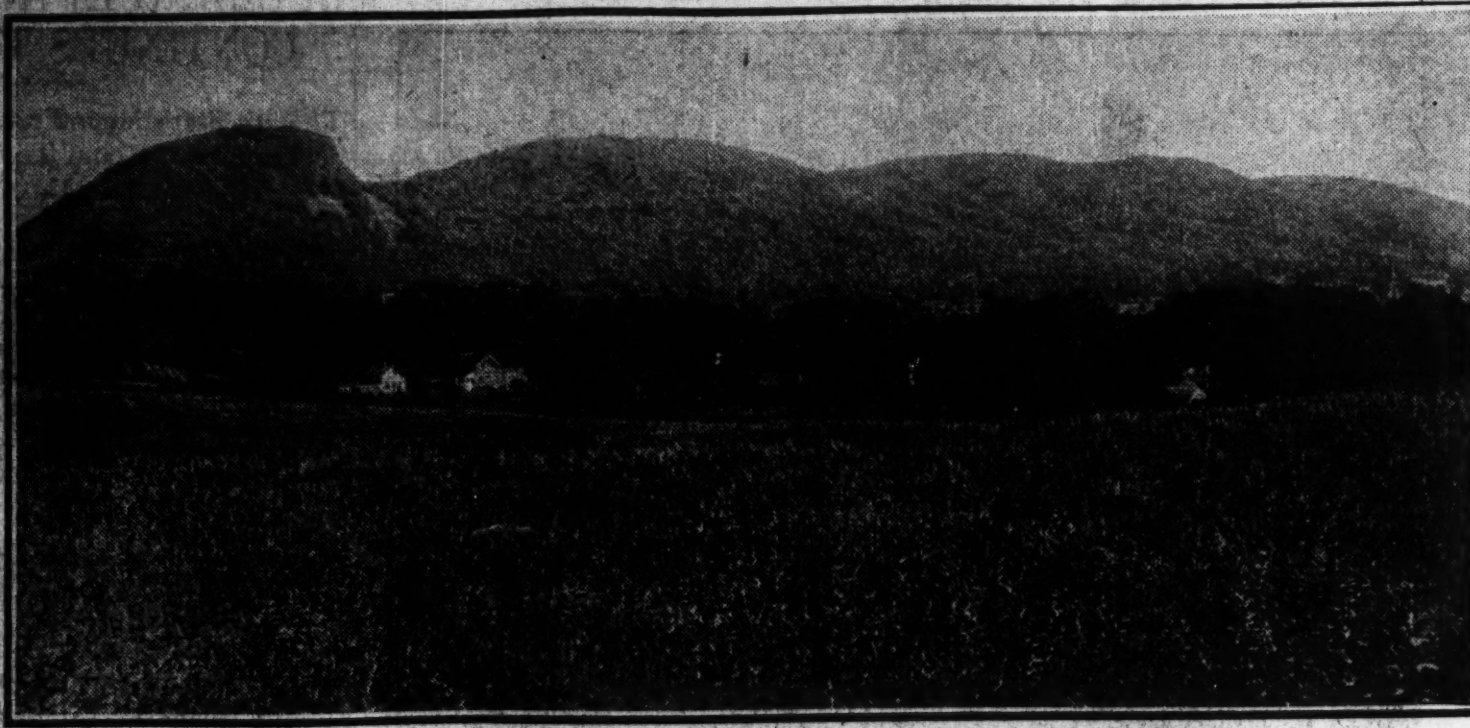
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Mt. Carmel is Being Made a State Park Through the Activities of the Connecticut Forestry Association.

New England Industries Said to Have Learned Their Lesson

President of Manufacturers' Association of Connecticut Finds Conditions Are Being Corrected and That the Future Is Bright for Area

By E. KENT HUBBARD President, Manufacturers' Association of Connecticut, Inc.

There is no one question, perhaps, that is so constantly before us, so ever-present in one form or another, as "How's business?" The answer depends, I find, rather largely upon the mental make-up of the person to whom the query is put, but after all the results show for themselves and speak for themselves when a fair cross-section is taken and economic conditions are brought down to a fine enough focus to give us something applicable to the section we may be studying.

Is something the matter with New England? To that question my answer would be, "Not now, but there has been." New England in my opinion has been through a phase, or, more correctly, two phases, of wrong thinking, and because these stretch back over a long period of years it is taking a longer time to correct them. The first period of wrong thinking came after years of leading the world in manufactured goods, excelling both in quality and quantity—a pleasant and highly gratifying state of affairs, but an equally dangerous one. We were too engrossed in what we were doing, too busy in our thousands of factories to take cognizance of a changing world condition. We made the best that could be made, orders were coming in faster than they could be filled, goods almost sold themselves, and it never entered our heads that

such a delightful condition could ever change. Then we began to realize in New England that something had happened. There was competition in one line, then in another and another, and because for a little while we let a form of hysteria play hide-and-seek with our common sense, it was some time before we stopped waiting and got down to business and finding out just what was wrong. We either placed too little or too much importance upon the business we were developing in the west and the south. We either failed to regard it as an important competitor, neglecting to accord it the respect and attention due something which rouses us to a realization of the necessity of always keeping at least two laps ahead of the game, or we viewed it with an overpreponderance of alarm, forgetting that it was as essential as daylight and darkness and as bound to remain with us.

It began to slowly penetrate our consciousness that between 1900 and 1920, say, the population of the United States had grown from 75,994,575 to 105,710,620, an increase in 20 years of almost 30,000,000, all of which naturally could not be absorbed by the already thickly populated sections, but had found an outlet through channels leading westward. It would indeed have been unnatural and something to have marveled at had not industries of many and varied sorts followed along with this westward growth of population—a very significant thing and we had failed to take it into consideration at all.

Right here we began to think a little straighter, and while we may have lost much valuable time, we have now, I believe, learned our lesson and learned it well. We have learned that we can no longer make everything the world needs, but we can still make to the limit of our ability and we can make the best. This is not all, however. We realized that it had become necessary to change our sales methods and to give thought to problems of competitive selling and advertising.

Much of Connecticut's strength lies in its wide diversity of products and, coupled with its nearness to great shipping points, its accessibility by rail and water and its complete network of good roads, there is nothing to prevent its future growth and prosperity, provided its industries, its railroads and its business houses generally are allowed to forge ahead without the handicap of hampering governmental restrictions or of labor unrest.

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It began to slowly penetrate our consciousness that between 1900 and 1920, say, the population of the United States had grown from 75,994,575 to 105,710,620, an increase in 20 years of almost 30,000,000, all of which naturally could not be absorbed by the already thickly populated sections, but had found an outlet through channels leading westward. It would indeed have been unnatural and something to have marveled at had not industries of many and varied sorts followed along with this westward growth of population—a very significant thing and we had failed to take it into consideration at all.

Right here we began to think a little straighter, and while we may have lost much valuable time, we have now, I believe, learned our lesson and learned it well. We have learned that we can no longer make everything the world needs, but we can still make to the limit of our ability and we can make the best. This is not all, however. We realized that it had become necessary to change our sales methods and to give thought to problems of competitive selling and advertising.

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MACEDONIA BROOK LARGEST STATE PARK

Macedonia Brook, in the town of Kent, is the largest state park in Connecticut. It is a gift to the State from the White Memorial Foundation of Litchfield. Here there are many excellent camping sites, and its secluded location makes it a desirable spot for those seeking rest and quiet. Near by will be found Kent Falls, considered by many the most charming in the State. The park adjoining the falls includes an entire farm with much improved land, and some forty acres along the brook heavily covered with hemlocks and hardwoods in a natural stand.

"The Colonial Inn" 40 Lewis Street (off Pearl Street) Hartford, Conn. Luncheon 11:30-2 Supper 5-7 Home Cooked Food Carefully Prepared "The Quality Kind"

Harry D. Hitchcock Electrical Contractor 45 Preston Street, Hartford, Conn. Telephone 3-5765

JAMES LAWRENCE & SON 197 Trumbull Street, Hartford, Conn. Hanan Shoes Purveyors to New England for Men and Women

—The— Louise Shop Pratt Street, Hartford NEW HAVEN New Summer Modes Dresses—Coats Ensemble Costumes

Summer Hats For Summer Wear Unlimited Variety Moderately Priced

Outlet Millinery Company 26 Pratt Street, cor. Main Hartford, Conn.

State Bank & Trust Co. Hartford, Conn. Inc. 1849 Capital and Surplus \$1,300,000 A Good Banking Connection

An account at the State Bank & Trust Co. means efficient handling of your business in the way you want it done—cheerfully, carefully and helpfully. We invite your personal, household and business accounts. A Bank of Strength and Character

The Knickerknick represents an entirely new idea in the patterning of bloomers KNICKERKNICK bloomers and combinettes are non-binding, non-bulky and freedom-giving undergarments. They are ideal for the athletic girl and the larger woman and for every woman, for that matter.

Of Silk \$2.95 to \$4.98 In all the light and dark colors. Of Cotton \$1.00 to \$1.95 Combinettes \$1.00 to \$1.95 Cool undergarments in novelty materials in white, flesh, and peach.

MAIL AND TELEPHONE ORDERS CAREFULLY FILLED G. Fox and Company, Inc. Hartford, Conn.

The Flint-Bruce Company 103 Asylum St. 150 Trumbull St. HARTFORD, CONN.

This Imported Chinese Hour-glass Chair is a sample of our 34th Anniversary Specials \$8.75 Freight prepaid to all parts of New England

Special prices on Furniture, Rugs, Draperies and Wall Paper

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CONNECTICUT HAS MANY PARKS FOR RECREATION OF ITS PEOPLE

State-Owned Tracts Cover About 16,000 Acres Which Are Constantly Being Added to Through Gradual Development Policy Adopted in 1914

HARTFORD, Conn. (Special Correspondence)—By a plan of gradual development, Connecticut is yearly adding to its state park and forest holdings and at the present time supplies considerable areas to the public for recreation purposes. In addition, nearly 10,000 acres are devoted to forest conservation, maintained by an efficient forestry department and constantly replenished by stock from a state-owned nursery.

The State Park and Forest Commission has acquired since 1914 about 6000 acres of land for state parks, the primary purpose being for recreation, with protection of natural scenic beauty or historic association.

Such development as has been undertaken is practically limited to recreational use, and to those sites upon which it has seemed most to be required, of which the shore park at Hammonasset Beach in Madison is the chief example. This was opened to the public in 1920, and the attendance in 1924 exceeded 450,000. No attractions exist there except the natural sandy beach, with special provision of facilities for bathing, picnic parties and camping. It is operated by the commission and is virtually self-maintaining.

Among the beautiful spots in Connecticut are the mountains southwest of Danbury in Fairfield County. The State property here includes the high point known as Moses Mountain, with fine views in all directions. The tract is well wooded and a climb of some 600 feet by old wood roads leads to the summit.

The 22 state parks range in size from the two acres of beauty at Norfolk, called Campbell Falls, to Macedonia Brook Park in Kent with its 1701 acres. The 9124 acres which go to make up the seven state owned forests are the memorial tracts, the John Mason at Groton, marking the site of Pequot Fort, the Israel Putnam at Brooklyn, the Nathan Paine at Coventry and the Nathaniel Lyon at Eastford.

LUX, BOND & LUX, Inc. JEWELERS 859 Main Street, Hartford, Conn. Sterling Silver Flatware in these patterns

Fairfax Chubbuck William and Mary Mary Second King Albert Elruscan Lady Constance

THE BETTY SHOP 75 Pratt Street Stearns Bldg. HARTFORD, CONN. Dressy and Sport Hats Coats, Dresses and Knit Suits

THE lovely new Sports Dresses—2-piece style—with plaid coat and plain skirt—of silk tweeds and Kasha—start as low as \$21.50.

The Luke Horsfall Co. 93 Asylum Street, Hartford "It Pays to Buy Our Kind"

Specialists in Insurance and Bank Stocks Send for booklet, "A Twelve-Year Comparison of the Leading New York Banks." Also for ten-year comparison of Hartford Fire and Life Insurance Companies.

CONNING & CO. 50 Lewis Street, Hartford, Conn.

STEIGER'S HARTFORD, CONN. A Store of Specialty Shops

ANNOUNCING this store again to the readers of The Christian Science Monitor, stressing our policy of quality and style first, and our very moderate prices secondly. Our store is really a collection of specially merchandised Specialty Shops, each catering to a high-grade demand. You will enjoy shopping here.

A LIST OF OUR SHOPS Silk-Cotton Underwear Standard-Designer Patterns

Knit Underwear Hosiery McCall Patterns Boys' Shop Gloves Men's Furnishings Leather Goods Domestic Linens Jewelry Neckwear Petticoats House Dresses Umbrellas Stationery Girls' Shop

Furs Silks Dress Goods Notions Toilets Wash Goods Trimmings Laces Shoes Millinery Art Goods Baby Shop Handkerchiefs Wearing Apparel Waists Sweaters Corsets Ribbons

DOWNSTAIRS GARMENT SHOP DOWNSTAIRS HAT SHOP

Industries of New Hampshire Show Great Variety of Product

Impression That State Is 'Almost Exclusively a Summer Vacation Resort' Speedily Dissipated by Review of Its Manufacturing Activities

To those outside who never have visited the State, New Hampshire is frequently visualized as a rock-ribbed realm, held securely for nine months of the year in the firm grip of ice and snow, and open to summer visitors from all over the country for the remaining three months only. During the latter period the citizens of forest clearing and intervals of expansion raise the few crops necessary for themselves and their animals during the succeeding nine months of hibernation.

As a matter of fact, not only is New Hampshire one of the most highly developed states of the Union, from an agricultural standpoint, but it is also a veritable hive of industry. It was very early in the history of industrial New England that the first textile pioneer established mills at the Falls of Amoskeag, and declared to those who thought his effort would not succeed that he would some day make the spot the "Manchester of America," a prophecy which has had its fulfillment in the present Amoskeag Manufacturing Company, by far the largest cotton mill in the world.

Industrial New Hampshire
Let one right now take a little journey into industrial New Hampshire, stopping here and there only to make the briefest mention of some of the outstanding industries.

Let one start from Lowell, up the boulevard, cross the bridge at Tyngsboro, over the Merrimack, which is said to turn more spindles than any other river in the world, and presently between two magnificent bronze tablets set in New Hampshire granite, enter the Daniel Webster Highway, which traverses the State from north to south, and in a few minutes one is in Nashua, the Gate City of New Hampshire. Here are the Indian Head and Jackson mills, now consolidated with the Nashua Manufacturing Company, sending Indian Head cloth to all the world. Nashua is prosperous because of its diversity of industries. It is the home of the White Mountain refrigerator—the chest with the chill in it—and the old reliable, yet up to the minute, White Mountain ice cream freezer.

Nashua also manufactures shoes in large quantities, machinery of every description, glazed paper of the finest quality, machines for turning out small pasteboard boxes in incredible quantities per hour, bread-wrapping machines and machines for printing on "Sunkist" fruit with edible ink.

State's Largest City
Going up the river we pass through Reed's Ferry, the home of Walter Kittredge, who wrote "Teating-Tonight on the Old Camp Ground." There are excelsior, table manufacturing, tanning and other industries on the way to New Hampshire's largest city, the "Manchester of America." Here we find one corporation employing a great variety of trades, employing 16,000 people, the largest textile corporation anywhere carrying the name of "Amoskeag," the original Indian name of the falls at this point, to the furthest corners of the earth.

New Hampshire is essentially a shoe manufacturing State. Here in the "Queen City" is the great central plant of the W. H. McElwain Company. Manchester also manufactures needles, knitting machines, brushes and many other things in great variety. It is very nearly a 100 per cent manufacturing community. Manchester is the home of the New Hampshire Fire Insurance Company, which owns outright two other companies.

The Capital City
Eighteen miles up the river is Concord, the capital city. Here was made the original "Deadwood" coach by a concern still in existence. Concord for years made the coaches used in Yellowstone Park, and before the days of the automobile furnished all harnesses on both freight and passenger equipment used in the park. Barnum and other large circus organizations gave exclusive contracts for harness manufacturing to Concord.

Concord also produces leather belting, silverware, furniture, insulated wire, electrical instruments, textiles, wheels, a great variety of specialized products, and is the center of the granite quarries of the State. From the granite quarries at Concord have been put up many public buildings in Washington and elsewhere.

Here also are printed in a great printing establishment many of the well-known magazines and organization publications of the country. Concord is the home of the Capital Fire Insurance Company.

Franklin and Laconia
Going north through historic Boscaawen over the old military road used by the Colonial, British, French and Indians at various times, the city of Franklin is reached, specializing in needles, knitting machinery, hosiery, piston rings, jig saws and paper. Three miles to the east is Tilton, famous for hosiery, optical lenses, "Ideal" house wrappers for women's wear, and canvas belts. Following the river to its beautiful location on Lake Winnepesaukee, one reaches Laconia, noted for the manufacture of lumber, hosiery, knitting machines and needles, fire sprinklers, and also the home of the Laconia Car Company works, whose product has for many years carried people everywhere in Laconian comfort and bliss. Lakeport, a part of Laconia, manufactures machinery, lumber, hosiery and needles. It is the starting point for the camps, islands, and ports of Winnepesaukee, one of the most beautiful lakes of America.

The lake region has a real "industry" in summer, giving pleasure, joy and employment to thousands. The regular twice a day trip of the large lake steamer is 60 miles, and the automobile trip around the lake a total of 119 miles of ever-changing beauty.

Gateway to Mountains
Plymouth is the gateway to the White Mountains, manufacturing heavy gloves in great variety, and is the home of the famous "Lucky Dog" brand of sporting goods which are sold all over the world. Large quantities of wooden shoe pegs have for many years been exported from Plymouth. Pike makes a whetstone or a grinding wheel for every known abrasive.

Woodville has two large lumber mills, one specializing in dimension lumber and the other on hard wood flooring. Lisbon manufactures piano sounding boards, electrical instruments, and supplies and canvas gloves, and was for years the center of the wooden peg industry in New Hampshire, most of the product being shipped abroad.

Littleton has for years sent "Saranac" gloves all over the country. It also manufactures shoes, underwear, silverware, etc. Whitefield makes bobbins, shoes and has a tannery. Lancaster makes machinery and belt hooks, while Groveton has one of the largest paper manufacturing plants in the country.

The building of good roads is progressing rapidly throughout the State under a system which maintains three distinct boulevard lines from Massachusetts to the Canadian lines, with cross state roads at strategic points. One has followed the center of the boulevard industrially. Let him now take the east side road.

First Settlement
The vicinity of Portsmouth has the honor of the first settlement and also the first manufacturing in the State. After the first saw mills were erected, the ship yards came into vogue, and the ship yards near Portsmouth, both in wood and steel, did their full duty during the late war. It was here that the original Kearsarge was built from solid oak brought from the mountains of New Jersey, and here also was built the Regulator, commanded by Captain Paul Jones. It was from this ship that the Stars and Stripes was first unfurled as the representative flag of America.

Now manufactures shoes and although still an important fishing port, has a variety of industries for which the city is admirably located. A new State-owned pier is in contemplation to take care of the increasing importance of Portsmouth as a shipping center. Here also is a very large button manufacturing establishment, and an immense cold storage plant. A wholesale coal concern having customers throughout the State receives its product direct from the mines. Here also are manufactured carriage bodies, dyes and chemicals, and a concern making special tools having a wide distribution both at home and abroad. It is the home of the Granite State Fire Insurance Company.

Mills at Dover
Going north again, Dover has large cotton textile mills, makes substantial quantities of shoes and allied products, and produces some highly specialized machinery. They also turn out immense printing presses, many of which are sent abroad; also leather belting.

Somersworth is a textile center which also manufactures shoes. The same is true of Rochester, which is also a very important section for wooden box manufacturing; in fact this point may be considered the center of this line of industry in New England.

One hundred and fifty miles northward, although less than 100 miles from Portland, is Berlin, having one of the largest water powers in the State, with extensive paper and pulp mills. Berlin is a live, bustling, rapidly-growing city, looking for more diversified industries.

Let one start again from that mysterious spot where he can stand with both feet in Massachusetts, lean over and put the left hand in Vermont, while the right may rest upon the soil of New Hampshire. The whole Ashuelot Valley from this point to Keene is one of intense beauty; a constant succession of valuable water powers utilized by factories make tissue and other varieties of paper, lawn mowers, boxes, candy tins and other things in great variety.

Keene is famous for having one

NORTH COUNTRY MUSIC CO.

"Everything in Music"

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Our careful selection of the choicest flowers ensures for you flowers of the finest quality.

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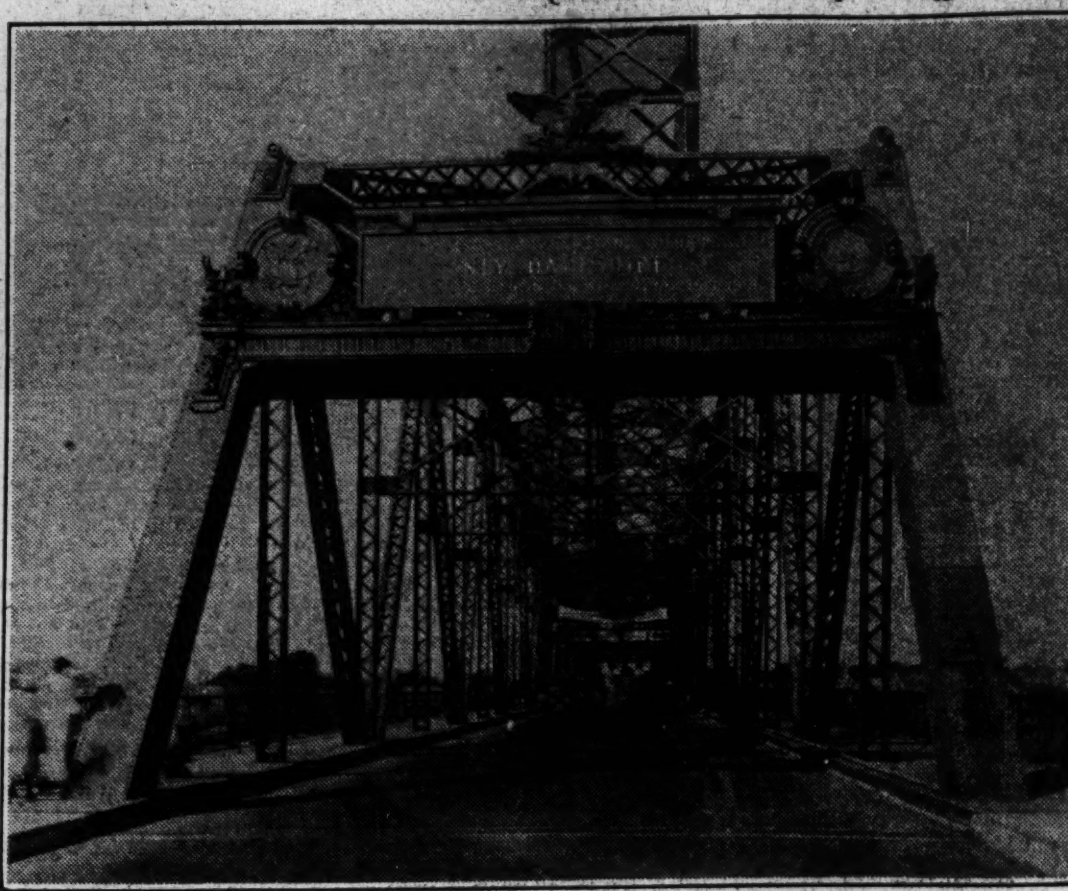
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Fresh Flowers from Our Own Greenhouse at Shortest Notice for All Occasions. We ship to All Points.

LOCK DRAWER 640

BERLIN, N. H.

Interstate Memorial Bridge Carries Heavy Traffic



PORTSMOUTH, N. H. (Special Correspondence)—The Memorial Bridge connecting Portsmouth, N. H., with Kittery, Me., is said to be the point of greatest automobile traffic density in New Hampshire. The 1925 session of the state Legislature authorized a commission to prepare for the construction of suitable tablets on this bridge to indicate that the structure is a memorial to the soldiers and sailors of the late war.

The bridge was built jointly by New Hampshire, Maine and the United States. Construction began in 1920 and the bridge was opened Aug. 17, 1923. It consists of three spans, each 369 feet long, and the distance between the New Hampshire shore and the Maine shore is 1200 feet. The bridge is equipped with a vertical draw which can be lowered in three minutes. The cost of construction is more than \$1,500,000.

"New Hampshire Has Future in Which She Is Hopefully Confident"

By GOV. JOHN G. WINANT

THE State of New Hampshire has a past of whose history and biography she is justly proud. She has a present whose problems, numerous and perplexing, she is facing honestly and trying sincerely to solve. She has a future with regard to which she is hopefully confident—as she has a right to be when her resources and possibilities are considered with care.

New Hampshire's state seal, showing a rising sun beaming bountifully upon a busy shipyard scene, was adopted at a time when a majority of the people of the infant State lived within the limits of tide-water from its few miles of beautiful sea coast. Portsmouth, her harbor filled with ships of war and of trade, was then the capital and the metropolis of New Hampshire.

Today tells a different story. New Hampshire's largest city now is inland Manchester, with her miles of mills, center of manufacturing industry. As the valleys of the Merrimack and the Piscataqua are famous for their factories, so are those of the Connecticut and the Saco for their farms. And the whole State, from the mountains to the sea, with its lakes and its streams, its forests and its meadows, is known as vacation land.

If we were to choose a state seal today, doubtless there would appear upon it a likeness of that Great Stone Face which has looked down for untold centuries upon its northern mountain pass; symbol of the Granite State's greatest service to the Nation, the making of men; magnet for tourist thousands upon whom it does not fail to leave a deeper impression than that of curiosity satisfied or a scene of beauty admired.

New Hampshire, in my belief, has a future that promises much of benefit for herself and for the sisterhood of states. Her population today, as it was in the beginning of our national life, is intelligent, industrious, independent, patriotic, shrewd, God-fearing. Her people have been, are, and will be her greatest asset, and it is because we believe in them that we have confidence for the future of our State. It is the brains and the courage, the pluck and the perseverance of men and women, rather than the bounty of nature, which makes any land truly great.

of the most aggressive. Chambers of Commerce in the State, and the city has a great variety of manufactures. When a resident of Keene hears that somebody anywhere in the world wants something new, he immediately proceeds to make it. The industries are so numerous and varied that they cannot all be mentioned, but include textiles, chairs, shoes, glue, overalls, machinery, toys, celluloid, silver polish, mica products, and many wood products.

Keene Industries Varied
Keene is believed, by its people to be destined to become an industrial center of special importance. It has what is believed to be the widest main street of any municipality in the country, and the city has ample room for growth. The industries here are so numerous and varied that they cannot all be mentioned, but include textiles, chairs, shoes, glue, overalls, machinery, toys, celluloid, silver polish, mica products, and many wood products.

Newport manufactures women's garments, "oolens and shoes. Near-by is the famous Blue Mountain Forest Reservation, which Austin Corbin stocked with various kinds of animals. Newport was the first town in the State to inaugurate a winter carnival, which brings people from all over the country in the winter season.

Bristol manufactures woolen, paper and other things. Peterboro, having the first free public library in America, is the home of the MacDowell Musical Association, but is also a textile center, manufacturing paper, baskets, and is the home of the American Guernsey Cattle Club, which registers the Guernsey cattle of America.

Heunkler manufactures wood rims for bicycle wheels, paper and leatherboard. Hillsboro manufactures textiles. Antrim sends cutlery to the four corners of the globe. Bennington manufactures paper. Milford manufactures granite, makes post office boxes, women's garments, has a textile mill, a furniture factory, and is now putting out a radio service table. North Wear manufactures toys, knife handles, fireworks handles and other wood turnings.

BUBER'S HARDWARE AND FURNITURE CO.
Hardware, Furniture, and Plumbing Supplies
Berlin, New Hampshire

STAR BAKERY
Berlin, N. H.

GO TO

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Hardware

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Expert work in all departments. We cleanse everything from finest fabrics to fur garments—Household Furnishings, Auto Robes—in short, everything.

OUR SLOGAN:

WE RETURN EVERYTHING BUT THE DIRT

We also do alterations and repairs of every description.

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Tailoring and Cleansing Works

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Expert work in all departments. We cleanse everything from finest fabrics to fur garments—Household Furnishings, Auto Robes—in short, everything.

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Definite State Highway Plan for Vermont to Be Advocated

State Chamber of Commerce Undertakes Campaign for Promotion of Good Roads, Agriculture, the Maple Sugar Industry and Other Activities

BURLINGTON, Vt. (Special Correspondence)—The Vermont State Chamber of Commerce has undertaken a definite plan for the promotion of the best interests of the State as a whole. The officials, consisting of business and professional men, are giving their time gratuitously to the work, and they are placing stress upon the good roads question, agricultural development, including the maple sugar industry, and co-operation between all the chambers of commerce and boards of trade.

VERMONT RICH IN WATER POWER

Industries of State Include Large Marble, Granite, and Slate Quarries

BURLINGTON, Vt. (Special Correspondence)—Not only do Vermont's lakes and streams add to the scenic qualities of the State but they are forming a vital factor in hydro-electric development. Already many of the lakes and reservoirs in central Vermont are furnishing electric power and the recently completed huge 10 mile reservoir at Whitingham in southern Vermont has added a big impetus in the development of electrical energy besides furnishing the State with another prominent attraction, in that the Whitingham dam is the largest earth dam in the world.

That Vermont is destined to become a leader in hydroelectric development is indicated by the fact that plans are being laid for the construction of another huge reservoir in the West River Valley which will add one more link to the chain of power reservoirs nestled among the towering hills of the Green Mountain range.

The State occupies a prominent position in agriculture. When its area, population, amount of forest land and long, severe winters are considered, the State yields a large return. All the ordinary agricultural staples are abundantly produced, corn, oats, buckwheat, potatoes and hay; also some rye, barley and wheat; dairy products are abundant and excellent. The yield of maple syrup is large, five million trees being tapped this spring, and this forms one of Vermont's big industries.

Manufactures occupy a prominent position in Vermont's industries and cover a wide range of goods, including flour, furniture, cotton and woolen goods, leather, agricultural tools, tin and copper ware, lumber, etc. In Brattleboro there are the largest organ shops in the world.

Vermont is a leader in the production of marble and granite and stands second in slate. These three substances make up more than nine-tenths of the value of the State's mineral output. The principal marble quarries are at Brandon, Dorset, Isle La Motte, Manchester, Middlebury, New Haven, Puttland, Proctorville, Roxbury, Rutland, Shelburne, Swanton, slate quarries at Castleton, Fair Haven, Northfield, Pawlet, and Poulinville; granite at Barre and Brattleboro.

Vermont's resources in these substances have scarcely been touched, and there are mountains of these products that have never been tapped. Rutland is claimed to be the largest marble center in the world, with more than 4,000 men employed in 15 quarries and 20 mills. Burlington is a large market for Vermont lumber, having extensive mills and a trade extending through the eastern states.

to the road problem, and a definite state highway system is advocated. The organization has made a careful study of climatic conditions in Vermont and neighboring states, and has compiled statistics showing the comparative costs of building and maintaining different types of roads. From observation and from information received otherwise, the fact is established that the secondary roads in Vermont are better than those in neighboring states, yet they need improving in many places. Many of the small towns cannot bear the burden of increased road costs, which makes the need of a state system apparent. Mr. Taylor says:

There are two extreme lines of thought concerning road construction, one so conservative that it would require the establishment of an adequate system and the other so expensive that it would be unbearable from the standpoint of taxation. It is the hope of the state chamber of commerce to find a reasonable balance between the two extremes. The state chamber also is giving special attention to the maple sugar industry, which is a prospect which will yield much greater returns in the future than in the past. A plant has been established in Essex Junction where the maple products are processed every day, which keeps them fresh, and the state chamber of commerce is making use of this fact in an effort to greatly increase the development of the industry to advertise the State after the manner of the Orange Growers' Association in California and of other similar organizations.

Vermont has been divided into six districts for the purposes of the state organization. Each district has three directors. The vice-presidents of the organization, one in each district, are: No. 1, William R. Bush of Benson; No. 2, F. E. McIntosh of Burlington; No. 3, W. D. Chandler of St. Albans; No. 4, Frank W. Agan of Ludlow; No. 5, W. C. Johnson of Barre, and No. 6, Frank T. Taylor of Hardwick.

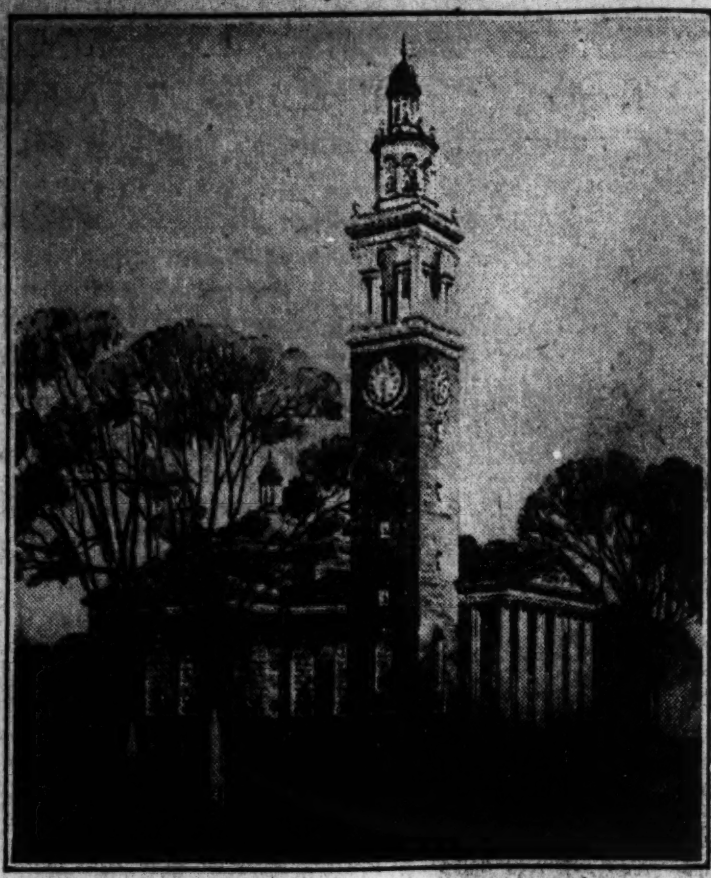
NEW HAMPSHIRE CUTS MOTOR VEHICLE FEES

CONCORD, N. H. (Special Correspondence)—The New Hampshire Legislature has reduced motor vehicle fees effective in 1924. The registration fee for every make of pleasure vehicle is reduced 10 cents on every hundred pounds. The new scale based on the gross weight is as follows: 4,000 pounds, 35 cents; 4,000 and not over 6,000 pounds, 45 cents; 6,000 pounds and not over 8,000 pounds, 50 cents; 8,000 pounds and over, 60 cents. The maximum permit fee has been lowered from 24 mills on each dollar of the car's valuation to 17 mills and the minimum fee from five mills to three mills. The minimum charge, however, will be \$10. The new fee schedule which motorists will be required to pay to city or town officials where they reside is as follows: 17 mills on the dollar valuation succeeding year 12 mills on the dollar.

GRANITE STATE MEN IN CABINET POSTS

CONCORD, N. H. (Special)—New Hampshire has figured prominently in the national Government since the Revolution. Washington had as his private secretary John P. Felt, President Tobias Lear of Portsmouth, later Consul-General at Santo Domingo and at Algiers. Three New Hampshire natives have been Secretary of State, Daniel Webster, Levi Woodbury and Lewis Cass. Woodbury was also Secretary of the Treasury and Cass was Secretary of War. Salmon P. Chase, John A. Dix and William P. Fessenden were secretaries of the treasury. Nathan Clifford and Amos T. Akerman were attorneys-general; Marshall Jewell, Postmaster-General; Zachariah Chandler, Secretary of the Interior; William E. Chandler, Secretary of the Navy, and Henry Dearborn, Secretary of War.

A New Sentinel for Lake Champlain



Projected Ira Allen Chapel, University of Vermont, From the Tower of Which a Great Area of North Country Will Be Visible.

Vermont's Long Trail to Canadian Line Is to Be Completed This Year

BURLINGTON, Vt. (Special Correspondence)—This year will see the completion of Vermont's "Long Trail," the mountain pathway extending from the Massachusetts line to the Canadian border. Fifteen years ago the Green Mountain Club began the construction of the "Trail" which has become one of Vermont's most famous institutions. Only a few miles now need to be built to complete the "Trail" over Jay Peak and to the Canadian line. A sky-line trail over the heights of the Green Mountain range, surmounting the peaks and dipping deeply into the notches, the "Trail" will be nearly three hundred miles long. In Vermont, the pedestrian's paradise, the mightiest challenge now will be the completed "Long Trail" which invited both the citizen and the guest of the Green Mountain State to make this fascinating and varied trip either in one season or in a succession of seasons. It has been suggested that the Green Mountain Club award a special diploma to every one who covers the entire "Trail" in one trip or a succession of trips.

LAKES COVER LARGE NEW HAMPSHIRE AREA

CONCORD, N. H. (Special Correspondence)—About one-sixteenth of the surface of New Hampshire is covered by water, and the beautiful chain of lakes that girdles the center of the State is becoming more and more celebrated as an ideal place for summer rest and recreation. The largest of the gems in a granite setting is Winnepesaukee. "Smile of the Great Spirit" with its 300 islands and almost as many ways of spelling its name.

Near by is Winnisquam, haunt of winter fishermen. Other brilliant jewels for the State's adornment are Sunapee, "the Isle of our Northland"; the Asquam chain of lakelets; Newfound, stocked with game fish; the three Connecticut lakes, far in the north; Chocoma and Ossipee, in the north; Mascoma, Massachusetts; Spofford, Penacook, Webster, Echo and Profile, in the Franconia Notch and two-score more at least.

The traveler should at least see

University of Vermont

At Burlington On Lake Champlain SUMMER SESSION July 6, 1925, to August 14, 1925 Study and Recreation Combined

Subjects include Arithmetic, Fine Arts, Public School Art, Commercial Subjects, School Administration, Supervision, Educational Psychology, Philosophy of Education, Educational Measurements, Junior-Senior, High School Administration, General Methods, Rural Education, English Literature, Latin, French, Spanish, German, Expression, Vocal and Instrumental Music, Public School Music, History, Hygiene, Science, Social Science, Physical Training. SUPERIOR LOCATION, MILD CLIMATE, DORMITORY PRIVILEGES, EXCELLENT LIBRARY, WHOLESOME FOOD, THOROUGH INSTRUCTION, UNEXCELLED RECREATIONAL OPPORTUNITIES ON LAKE CHAMPLAIN AND IN THE GREEN AND ADIRONDACK MOUNTAINS. Write for further information and descriptive bulletin to: DIRECTOR OF SUMMER SCHOOL, University of Vermont, Burlington, Vermont.

Woodstock Inn

Woodstock, Vermont Nine-hole golf course in fine condition. Professional in charge. A. B. WILDER, Manager

Brooks House

BRATTLEBORO Vermont GEORGE E. SHERMAN, Proprietor

Seeing Burlington Means Seeing "The Baldwin"

Visiting teachers attending the University of Vermont Summer School (July 6 to Aug. 14) and visitors to the laying of the corner stone of the Ira Allen Chapel (June 20) are invited to inspect the new plant of the Baldwin Refrigerator Company.

"THE BALDWIN"

The Refrigerator Mather Used Popular decades ago and popular today. You will be interested in visiting this most interesting industry.

THE BALDWIN REFRIGERATOR CO. Pine Street, Burlington, Vt. Tel. 3855-W

VERMONT UNIVERSITY TO ADD IRA ALLEN CHAPEL TO CAMPUS

Corner Stone of New Building to Be Laid Just Century After Lafayette Officiated at Exercises in Connection With Building the "Old Mill"

BURLINGTON, Vt.—To the long line of artistic substantial buildings comprising "college row" of the University of Vermont is to be added a new edifice, to be known as the Ira Allen Chapel. The ceremony attending the laying of the corner stone, which will take place at 10:45 a. m. on Saturday, June 20, will be of a fitting and impressive character. Just 100 years ago, in June, the Marquis de Lafayette officiated at the laying of the corner stone of the second building of the university, known as the "Old Mill."

The laying of the corner stone of the new chapel will have a double significance—recognition of the donor and commemoration of the visit to the university of the great Frenchman. McKim, Mead & White of New York were the designers of the chapel. The chapel will occupy the lot on the corner of University Place and Colchester Avenue. Angell Hall has been demolished and the new structure will be erected on the site of this house, north of the Billings Library. Angell Hall was erected in 1869, under the supervision of President and Mrs. James B. Angell as a president's house, and here James B. Angell, their son, now president of Yale University, was born. This house was occupied by Presidents Buckham and Benton. Since 1917 it has been used as a dormitory for women.

The dimensions of the chapel will be 90x135 feet. A conspicuous feature of the edifice will be a bell tower or campanile, 20 feet square and 170 feet high, which will be visible for a great distance. This tower will contain at the height of 150 feet a powerful electric light, or beacon, a symbol of the lamp of learning shown on the university seal, which will be visible practically the whole length of Lake Champlain and well toward Montreal, and from the Adirondacks to the Green Mountains, a landmark for all the countryside. Each of the four sides of the tower will also contain a clock, visible not only from all parts of the campus, but far beyond, and a bell which will strike the hours. Each clock face will have a diameter of eight feet.

The building will be constructed of local brick with cornices of wood and a slate roof. There will be a portico across the front, a feature of which will be columns of wood, painted white. The auditorium will have a seating capacity of 800 and the gallery of 200, or a total of 1,000. The walls will be plaster of a cream tint. There will be a beautifully ornamented arched ceiling with dome effect at the intersection of the nave and chancel.

The northeast corner of the chapel will be occupied by a fine modern three-manual grand concert organ and provision will be made for choir stalls. On the opposite side of the chancel a room will be fitted up as a pastor's or chaplain's study. The new walls will be plaster of a cream tint. The vestibule leading to the auditorium will have a vaulted ceiling, plaster walls, wood wainscoting, a marble base and a

Interest 4 1/2 %

This bank paid its depositors interest Jan. 1, 1925, at the rate of 4 1/2 % per annum. This was the 13th increased dividend in the last 11 1/2 years.

Officers: HOLLIS E. GRAY, President. FRANK E. BIGWOOD, Vice-President. GUY W. BAILEY, Vice-President. HENRY M. BALDWIN, Treasurer. Trustees: FRANK E. BIGWOOD, Chairman. CHAS. H. SHIPMAN, Vice-President. HOLLIS E. GRAY, Vice-President. WM. E. MERRILL, Vice-President. A. S. C. HILL, Vice-President. ALLEN MARTIN, Vice-President. CLAYTON J. WRIGHT, Vice-President.

Winooski Savings Bank

56 Years of Successful Business No. 11 Winooski Block, Winooski, Vermont

Vermont is Budding for the Summer Season

The buds are saying, "Come." All voices add, "Welcome."

Vermont offers every attraction to the vacationist. Alluring mountains, rippling streams, charming lakes are all found in the Green Mountain State. Fascinating are the drives throughout the commonwealth. Just a few hours from the large cities of the east, either by rail or auto, the allurements for either a short or summer-long vacation—restful, enjoyable, peace providing.

VERMONT WILL DELIGHT YOU. The State has issued a series of books. Send for those desired. "Hotel and Boarding House Directory," "Vermont Motor Tours," "Lakes of Western Vermont," "Lakes of Eastern Vermont," "Vermont Road Map."

POSTAGE 4c EACH. VERMONT PUBLICITY BUREAU AARON H. GROUT Sec. of State, Montpelier, Vt.

BRIDGE ISSUE RAISED IN 1848

Lake Champlain Project Was Publicly Discussed Over 75 Years Ago

BRATTLEBORO, Vt. (Special Correspondence)—Consideration of the building of a bridge across Lake Champlain, which has received attention in both the Vermont and New York legislatures this year, is by no means a recent action. As far back as 1848, the project was proposed and at that time there was wide difference of opinion on the proposition. One Vermonter prepared a printed pamphlet which was entitled "Reasons supported by statistical information against bridging Lake Champlain and in favor of the St. Lawrence and Champlain canal."

This Vermonter, whose name does not appear in the brochure, bases his arguments mainly upon a growing trade between the United States and Canada which he thought should be encouraged in every way. He felt that the canal would benefit the United States more than a bridge across the lake.

The first few pages of the pamphlet, a copy of which has been found by Charles E. Tuttle, an old-book authority of Rutland, are given over to statistics and data designed to show the volume of trade from Canada to the states and to prove that this could be increased by the construction of the canal.

He closes his arguments with the following statements: "It has been alleged by advocates of the bridge that the Canadians are indifferent to it—that no important interest would suffer by it—that the navigation of Lake Champlain and the commerce of the same would not be interrupted thereby—and that the canal between the St. Lawrence and Richelieu is impracticable, and has been abandoned. These allegations only call for the most positive contradictions as they are without the semblance of truth."

UNIVERSITY PAPER ELECTS NORTHFIELD, Vt., May 12—Appointment of Alton W. Barstow of Williston, Mass., as business manager of the Guilden, the Norwich University bi-weekly newspaper, has been announced.

The Long Trail

Over the mountains of Vermont by footpath from the Massachusetts line to the Canadian border—scenic wonders, not found on any other route—tramp for recreation, vigor and sight-seeing. Camps and shelters along the route.

For information write Corresponding Secretary, Green Mountain Club Burlington, Vermont

The Colonial Restaurant

Brattleboro's new popular eating place. A la Carte service. Special luncheon. 180 Main Street Opposite Town Hall J. A. HOADLEY, Prop.

To Vermont—and to Burlington

This is the slogan that has gotten deeply into the minds of thousands of tourists the summer as well as the winter. It is a slogan that is hearty, sincere and lasting welcome to every visitor.

When in the Queen City, Burlington, make the Chamber of Commerce headquarters for information concerning both State and City.

A drive about Burlington is a diversion rare and enjoyable. Write for information desired. BURLINGTON CHAMBER OF COMMERCE Burlington, Vermont

Summer in Vermont is a Season of Delight

Ideal as a vacation spot, Vermont presents varied scenes of mountain, lake, valley and stream. Her hotels are homey, peace-giving, comfort providing. Located on countryside, in the small charming cities and villages, a long way removed from the turmoil and stress of the super-heated metropolis, the hotels of Vermont give to the vacationist the peace and rest so much desired.

Throughout the state cool, racing streams course down mountain sides to purr their way through the low lands to their outlet, largely found in charming, silver-surfaced lakes. Summer in Vermont is delightful, refreshing and enjoyable. Mountain trails delight the "hiker." Good roads afford pleasurable drives.

YOU ARE INVITED TO VISIT VERMONT THIS SUMMER.

Write for illustrated folder to L. F. MARTIN, Secretary, Manchester, Vt. HOTEL ASSOCIATION OF VERMONT

VERMONT WILL DELIGHT YOU. The State has issued a series of books. Send for those desired. "Hotel and Boarding House Directory," "Vermont Motor Tours," "Lakes of Western Vermont," "Lakes of Eastern Vermont," "Vermont Road Map."

POSTAGE 4c EACH. VERMONT PUBLICITY BUREAU AARON H. GROUT Sec. of State, Montpelier, Vt.

Shades and Screens

ORDER NOW! Shades for Windows and Skylights . . . Screens for Windows, Doors and Piazzas . . . All material made to fit—Equipment up to date . . . Service first class . . .

LOWEST PRICES Crown Shade & Screen Co. ESTABLISHED 1906 The House That Guarantees 44 Sudbury Street, Boston, Mass.

YES—there IS something new under the sun—it's Billy B. Van's PINE TREE SOAP

Vouched for by "Billy" himself, as the best ever! A real New England product—redolent of the pine clad hills of old New Hampshire. As refreshing and invigorating as a breath of mountain air!

Sold at the Shepard Stores, Boston and Providence and by retail stores everywhere. S. A. Pierce Co., Boston. If your dealer can't supply you—send fifty cents (stamp or money order) for box of 3 cakes—wrapped and packed in loving hands.

BILLY B. VAN, Newport, N. H.

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"THE BALDWIN"

The Refrigerator Mather Used Popular decades ago and popular today. You will be interested in visiting this most interesting industry.

THE BALDWIN REFRIGERATOR CO. Pine Street, Burlington, Vt. Tel. 3855-W

CHARMS OF MASSACHUSETTS RESORTS ARE EMPHASIZED BY COMING VISIT OF PRESIDENT

Berkshire Hills, Cape Cod and the North and South Shores
Vie With Each Other in Presenting Irresistible
Appeal to Summer Vacationists

Probable establishment by President Coolidge of the Summer White House at Swampscott this June serves to emphasize the surpassing charm of Massachusetts resorts, whether within the beautiful woodland fastnesses, on the breeze-swept tablelands, the sandy stretches of the beaches, or atop the cliffs of the rock-bound northern shore.

Mountains, lakes, valleys, the ocean, rivers, camps, places of historic interest, old-fashioned villages, all vie with each other to make the vacationist's sojourn in New England a memorable one. Good railroad and steamship service, excellent hotel accommodations, smooth highways for motorists contribute to this joy.

As a recreation land, the Bay State naturally divides itself into three sections—the beautiful Berkshire Hills in the western part of the State, the fascinating and quaint Cape Cod, Nantucket and Martha's Vineyard, and the more populous but equally attractive localities to the immediate north and south of Boston.

The Berkshire Hills

That part of the great Appalachian Mountain wall which lies within the State of Massachusetts differs entirely from any other part of the range. The Massachusetts region is known as the Berkshire Hills, and it is often said that they are never confused in memory with any other hills; that their charm is unique.

The atmosphere of this locality resembles more the Lake Country of England than the Appalachian or White Mountains. The hills are bound together by the winding threads of the Housatonic River as far north as Pittsfield, which is about halfway up the State of Massachusetts and less than a dozen miles from the New York State line.

Typified by Lenox

For many people the Berkshires are typified by the town of Lenox further on in the trip northward. There are other towns in America, no doubt, with estates as fine, with gardens as lovely, but where each of the splendid houses and far-flung gardens crowns a hilltop of its own or fills a valley, commanding some natural vista of wild mountain charm.

Quaint Cape Cod

In most of the writings about Cape Cod, that narrow neck of land curving out into the ocean is described as quaint and all sand. It is quaint in that it possesses an old-fashioned attractiveness and retains some of the color of eighteenth century New England. Its homes, generally speaking, are simple and homely—its people plain-living and wholesome. But it is not all sand.

Cape Cod has a richness and variety of scene paralleled by few coast resorts. There are, it is true, vast stretches of sandy beaches along its shores but it is also a land of forests, farms, lakes, elm-shaded villages and small towns. It appeals to the yachtsman, fisherman, golfer, horseback rider, trapper, farmer, gardener, painter, photographer, architect, antique collector, motorist, the children, and all who love the song of the sea.

"Thoreau," writes Walter Pritchard Eaton, "wrote a book about it more than 50 years ago which contained the record of a lonely tramp by the beach, and incidentally started the legend that the Cape is all sand. You could take that same tramp today and probably meet no more people than Thoreau did, if as many. But you could also go in another

**CUMBERLAND
TEA ROOM**

"Arcade Balcony," Chapman Building
LUNCH TEA SUPPER
477 Congress St., Portland, Maine

CAMP SAGINAW

For those boys 7 to 16 years whose parents desire the best in location, leadership and training. A program planned to develop right thinking, trained nature, and to give each boy personal attention. Enrollment limited to 30 boys. Our booklet on request to 21 Elm Street, Springfield, Mass.

Maine Tourmalines

M. L. KEITH
Miner and Cutter of Maine Gems
Lapidary and Salesroom
Special attention to mail orders
57 Court Street, Auburn, Maine

ATTENTION!

Automobile Camping Tourists. Camp Sites to Let. Tip and of Cape Elizabeth. Broad views, beautiful white sand beach for bathing. Fresh vegetables, eggs and milk easily procured from nearby farms. Fresh fish, lobsters and clams supplied by local fishermen. For reservations by day, week or month address CLINTON I. SWETT, R. F. D. No. 1, Cape Elizabeth, Maine.

Auto Glass SERVICE STATION

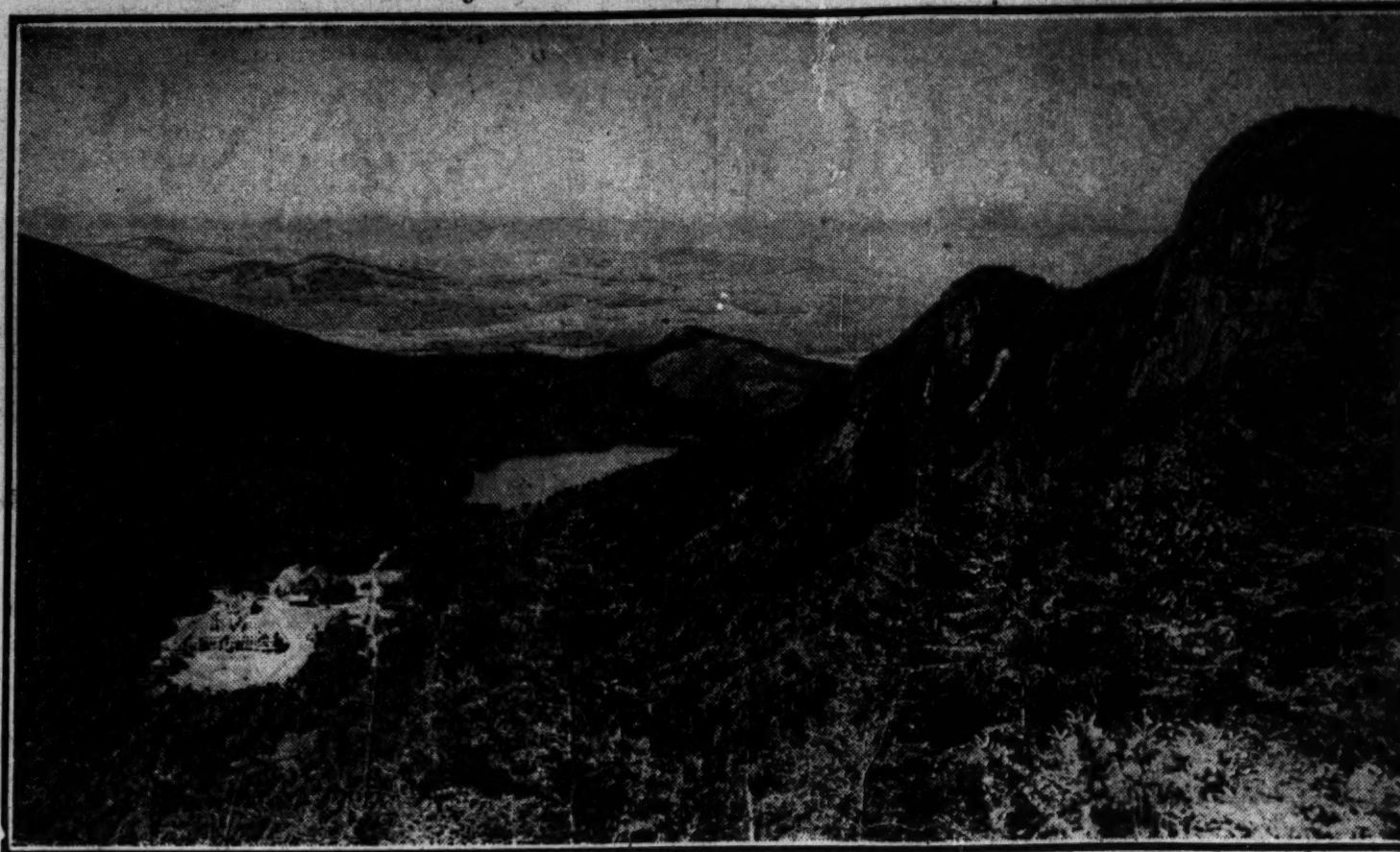
Mirrors Made and Resilvered
PARKER-NOYES CO.
15 PARK STREET, LEWISTON, MAINE
Tel. 1776-W

Davis Hair Store

123 LISBON STREET
LEWISTON, MAINE
TEL 1666

SPECIALISTS IN PERMANENT WAVING HAIR DYEING BLEACHING COLORING MANICURING SHAMPOOING MAIL ORDER TOILET SUPPLIES

Here the "Old Man of the Mountain" Looks Out Into Limitless Space



Francenia Notch in the White Mountains Showing Forest Lands to be Taken Over by the State as a Forest Reserve.

Maine as "Summer Playground" Appeals to 700,000 Annually

Preparations Already Being Made for the Great Inflow of Vacationists Which Begins Soon and Continues Until Well Into September

Its splendid beach, one comes to Greater Boston and its numerous recreational resorts such as Nantucket Beach on the south and Winthrop and Revere Beach on the North, where countless thousands of city dwellers flock during the summer days.

Along North Shore

Continuing northward the proposed location of the Summer White House at Little's Point, Swampscott, is soon reached. After passing Lynn Beach the sojourner again plunges into the rugged beauties of the North Shore and the pure New Englandism of Marblehead, Salem, and Cape Ann. The well-known Singing Beach of Manchester where the sands beneath one's feet seem to emit a plaintive melody, Rafe's Chasm and the Reef of Norman's Woe of which Longfellow wrote—are some of the high lights of this coast.

Marblehead, a historic fishing town, is widely known as a yachting center, being an important station for several exclusive yacht clubs. Some of the most important cup races of the eastern yachting season take place on the course here. Books could be, and have been, written about Salem, Beverly, Gloucester, Cape Ann, Annisquam, and Ipswich and Parker rivers, and finally the great, stretching beaches of Plum Island, at Newburyport and Salisbury. All of this territory is rich in history, charming in natural beauty, and teeming with opportunity for recreation of every character. And for those who are not so fond of the sea and the enjoyments it offers, eastern Massachusetts still offers scores of beautiful inland spots where recreational opportunities are abundant.

STREET TO BE IMPROVED

WORCESTER, Mass., May 12.—The street department has begun placing an asphalt blanket on Grafton Street from the city line to about 1 1/2 miles toward the center of the city.

OL-CO CREME

Better than Cream of Tartar for all kinds of Baking
On sale at all food grocers.
32c lb.
Packed by
O. H. OLFENE, Auburn, Maine

Quality Style Fit

These three great essentials can be obtained with certainty in our fine hand-tailored clothes.

A. L. PIPER, Tailor
AUBURN, MAINE

Jane Todd's
Home Made Sweets
(Chocolates)
One, two, three and five pound boxes
\$1.15 per pound, post paid.
CALAIS, MAINE

AUGUSTA LUMBER COMPANY
Spruce and Pine Lumber
AUGUSTA MAINE

TRIMBLE BROS.
CALAIS, MAINE

The Shoe Store of the East

You Can Have That Comfortable Feeling

That comes by being properly fitted, meaning that the fashion must be in keeping with your type. We have such garments.

Dresses—Coats—Blouses Ensemble Suits

SMITH'S
Women's Specialty Shoppe
26 Columbia St., Bangor, Maine

When You Visit Maine

By All Means Visit Eastman's

Enjoy the many courtesy services maintained for the benefit of our friends and patrons—fill unexpected wants from the complete HIGH-GRADE stocks of this thoroughly modern department store—and realize the cordial welcome and friendly hospitality that Maine Folks extend to all visitors.

Plan to Take Lunch in Our Restaurant
Appetizing PURE Foods at Moderate Prices

EASTMAN BROS. & BANCROFT
Portland Maine

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AUBURN, MAINE

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(Chocolates)
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\$1.15 per pound, post paid.
CALAIS, MAINE

AUGUSTA LUMBER COMPANY
Spruce and Pine Lumber
AUGUSTA MAINE

TRIMBLE BROS.
CALAIS, MAINE

The Shoe Store of the East

You Can Have That Comfortable Feeling

That comes by being properly fitted, meaning that the fashion must be in keeping with your type. We have such garments.

Dresses—Coats—Blouses Ensemble Suits

SMITH'S
Women's Specialty Shoppe
26 Columbia St., Bangor, Maine

When You Visit Maine

By All Means Visit Eastman's

Enjoy the many courtesy services maintained for the benefit of our friends and patrons—fill unexpected wants from the complete HIGH-GRADE stocks of this thoroughly modern department store—and realize the cordial welcome and friendly hospitality that Maine Folks extend to all visitors.

Plan to Take Lunch in Our Restaurant
Appetizing PURE Foods at Moderate Prices

EASTMAN BROS. & BANCROFT
Portland Maine

And Maine is something of a mountainous state. Starting with Katahdin, almost isolated, a mile high, and one of the highest east of the Rocky Mountains, there are hundreds of other peaks and wooded hills, scattered throughout its 16 counties.

The most extensive mountainous section is in northern Oxford and Franklin counties where Snow Mountain is 3986 feet and Bigelow 3800 feet.

Maine divides itself as a vacation land into two divisions—the coast resorts and those of the interior lakes and big woods country.

No Outstanding Place

Unlike most resort states, Maine has no one outstanding seashore place or one outstanding interior resort. Along the coast are several of almost equal importance. Bar Harbor and the Lafayette National Park on Mount Desert Island are perhaps the most widely known as any, not because they are the only ones offering superb scenery and ideal summer life conditions but because they were early

Five Chains of Lakes

There are five principal chains or systems of lakes in Maine. These are the Rangeley series with an area of 90 square miles, the Moosehead series, with Moosehead Lake, which is 120 miles in area; the Penobscot series, consisting of Chesuncook and its surrounding lakes on the west, the Schoodic, in the southeastern part of the State, and the chain of lakes that form the headwaters of the St. John River and its tributaries.

Some of Maine's canoe cruises are the most popular of their kind in the world. Across the carry from Moosehead Lake to the branches of the Penobscot River, 5000 canoes have been carried in a single season. But within an hour of that carry, canoe cruises lose each other utterly; the great forest reserve swallows them.

MAINE HOTELS AND RESORTS

MAINE

A New Brick Hotel
Latest Achievement in Summer Hotels

Ocean or River View from Every Room

Yachtsmen Welcome to Use Our New Pier

Open June 25 to Sept. 15

THE MARSHALL HOUSE
YORK HARBOR, ME.

16 Hole Course
Excellent Bathing and Boating
800 feet of beach, concrete walkway, fireproof construction and equipped throughout with Grinnell Sprinklers.
On State Highway midway between Bangor and Portland
THE EMERSON AND COTTAGES
YORK HARBOR, ME.
Recently enlarged. Equipped with automatic fire sprinklers. Steam heat throughout. Elevator. Attractively located, shaded by trees. Near bathing beach, ocean and river.
Open June 11 into Oct. Under Same Management

Sparhawk Hall and Cottages
OGUNQUIT, MAINE

Little advertised but well known from its twenty-five years of giving comfort and pleasure to a discriminating patronage. On the brink of the ocean amid broad lawns. Finest of surf bathing, golf, tennis, deep sea fishing, music, dancing, an up-to-date sprinkler system and new fire-proof kitchen makes the house practically fireproof. Cuisine unexcelled. Special rates for July. Write for booklet.
N. P. M. JACOBS, Proprietor

PASSACONAWY INN
YORK CLIFFS, MAINE

Beautifully situated on a large estate overlooking the ocean. Bathing, riding, fishing, golf, tennis, horseback riding, fishing.
Rates \$20.00 per day up. \$25.00 per week up.
Special rates for families.
OGUNQUIT HOTEL COMPANY
L. B. WILLIAMS, Free and Mas. Booklet on request

Wonderful Combination of Shore and Country: Refresh the restraints of fashion, and enjoy the freedom pleasures of home life at

Hotel Mitchell
YORK BEACH, ME.

A Paradise for the Children

Fresh fish supplied daily by local fishermen; vegetables, chickens, eggs, cream and milk from nearby farms. Bowling, tennis, bathing.

Augusta House
EUROPEAN PLAN
AUGUSTA HOTEL CO.
Proprietors
F. C. GATES
Manager

You Can Plan Your TRIPS AND TOURS from the Hotel and Travel Advertisements in The Christian Science Monitor

Juniper Lodge
Chebeague Island, Casco Bay, Maine

Camp for Adults

Country and seashore combined. Abundance of hammocks and bunks. Only fresh vegetables served. Screened seats and loungers. Tennis, bathing. ILLUSTRATED BROCHURE
Open June 24 address BEATRICE E. HADCOCK 12 Broadway Street, Suite 21, Bangor

Chase House
WILL PLEASE YOU

Almost at Monument Square
Rates starting at \$2
B. E. THURSTON R. F. HIMMELIN

New Hampshire Often Called 'Vacation State of America'

White Mountains and Beautiful Lakes, Together With
Its Short But Attractive Coast, Have Made It
Popular Among Summer Vacationists

CONCORD, N. H., (Special Correspondence)—New Hampshire has reached the highest point of its development as a state of summer resorts and summer homes, "the vacation State of America." To a greater extent than ever before casual visitors are moved to become permanent summer residents, and long additions are being made to the lists of real estate transfers in the hill towns and the lake country.

Nature made New Hampshire a vacation State, as well as a hive of industry. Her lofty mountains, the silver lakes at their feet and the swift streams that sweep them down to the sea not only furnish basic power for great industries, but provide the scenic surroundings for outings that strengthen and inspire as well as soothe and rest.

No article of ordinary length can attempt to describe in detail the individual attractions of New Hampshire. In a general way they are divided into seashore resorts and the White Mountains.

Seashore of Lakes

Wolfeboro has the largest all-the-year population of any place about the lakes and is the attractive seat of Brewster Free Academy. As has been said it has the beauties of Westport Lake as well as of Winnepesaukee among its assets. Ossipee Lake, of "languorous turquoise loveliness," is situated in the shire town of Ossipee. Madison has Silver Lake and Wakefield has Province Lake and half a dozen others. Moultonborough and Sandwich furnish part of the shore line of Assquam Lake and the former town contributes to the lake landscape Red Hill, an eminence especially beautiful from its location.

It is in Sandwich that the mountains begin. Sandwich Mountain, Sandwich Range, Sandwich Dome. The great peaks of this range Chocoma, the unmatchable, Panguas, and Machias Bay are places where nature has been lavish with its investiture.

There are five principal chains or systems of lakes in Maine. These are the Rangeley series with an area of 90 square miles, the Moosehead series, with Moosehead Lake, which is 120 miles in area; the Penobscot series, consisting of Chesuncook and its surrounding lakes on the west, the Schoodic, in the southeastern part of the State, and the chain of lakes that form the headwaters of the St. John River and its tributaries.

Some of Maine's canoe cruises are the most popular of their kind in the world. Across the carry from Moosehead Lake to the branches of the Penobscot River, 5000 canoes have been carried in a single season. But within an hour of that carry, canoe cruises lose each other utterly; the great forest reserve swallows them.

Five Chains of Lakes

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Highest Point East of Rockies

Here, from the greatest height east of the Rockies and north of the Potomac, one looks out upon the majestic peaks of the Presidential Range and all the natural wonders to be found among them. To the south are Crawford Notch and the Franconia Notch. To the west the Connecticut winds along from its lake source far to the north on the very boundary line. Beyond it are the Green Mountains of Vermont. The population does not stray very far from the river here, in Whitefield, Dalton, Lancaster, Northumberland, Stratford, Colebrook and Stewartstown. On the east the people, likewise, are grouped about the Androscoggin, in Shelburne, Gorham, Berlin and Milan.

Directly to the north are Jefferson and Randolph, favorite resorts of the many who insist that the view from this side of the Presidential Range is the finest of all. Farther north is Stark, the Pilot Range of mountains and Christine Lake. To the northeast Errol divides with Maine the very boundary line. Beyond it are the Magalloway country—name sweet in the sportsman's ears—begins.

In Dixville are the Dixville Mountains and their Notch, the State's strangest and most wildly beautiful product of nature's forces. Pressing on still farther, in Pittsburg, last town in the State, the First, Second and Third Connecticut lakes say New Hampshire's final word to the nature lover and the sportsman.

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